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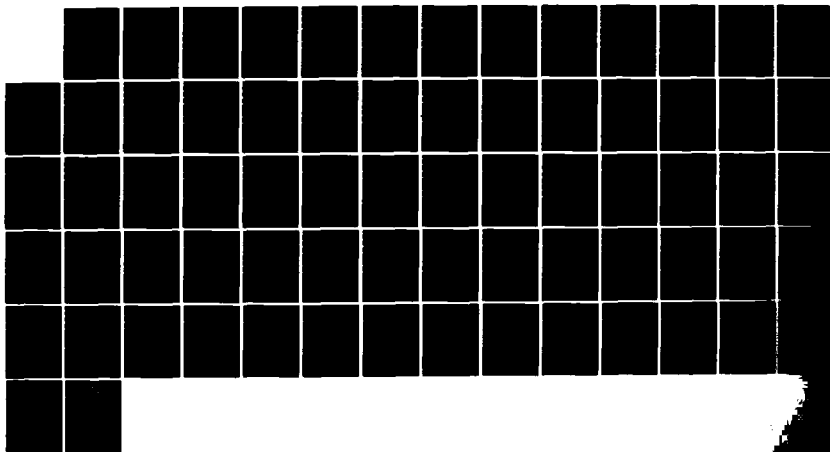
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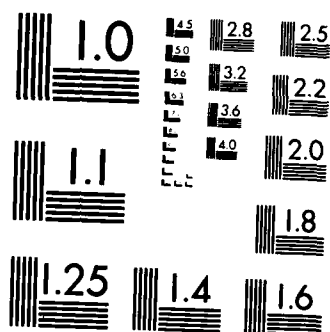
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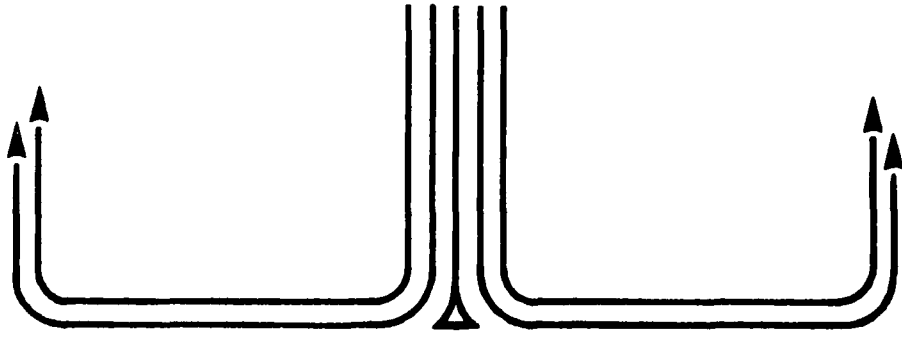
STUDENT REPORT

INTERNATIONAL FLIGHT PLANNING *HANDBOOK*

MAJOR HONI J. GARVIN 85-0915

"insights into tomorrow"

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AUTHOR(S) MAJOR HONI J. GARVIN, USAF
MAJOR GARY G. RICKETTS, USAF
MAJOR HAROLD M. RYAN, USAF

FACULTY ADVISOR MAJOR RONALD F. SAMS, ACSC/EDOWC

SPONSOR MAJOR JOHN S. PLANTIKOW, 93 BMW/DOI

Submitted to the faculty in partial fulfillment of
requirements for graduation.

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PREFACE

Based on Strategic Air Command's (SAC) potential for worldwide deployment, the SAC Instrument Flight Course (SIFC), Castle AFB, CA, identified a need to instruct pilots and navigators on planning procedures and operations within the international environment. This handbook was developed as a result of this need. Exposure to the information contained in this handbook will help prepare SAC pilots and navigators for international operations and provide increased confidence to deal effectively with contingencies that might occur.

The purpose of this handbook is to provide a consolidated source of information to facilitate planning for flights within international airspace. Additionally, it will act as a guide and reference source to the numerous publications and regulations associated with international operations.

To present the information in an easily understandable manner, the handbook has been divided into four chapters based on a chronological need of the information. Chapter One contains an overview of the international environment relative to that of the CONUS. Chapters Two through Four contain checklists and item-by-item amplifications of pre-flight planning, enroute operations and available services and facilities at foreign destinations.

Implementation of this handbook will be determined by SAC/DOT. Although the book lends itself to phasing at any point during aircrew training, it is desired that this handbook be introduced as early as possible into the training curriculum. Early introduction of this handbook will lead to increased familiarity and a better understanding of operations within the international arena. Additionally, it will provide aircrews with a handy source of reference to the many documents concerning international flight planning.

Development of this handbook is based on a great deal of international operations experience by its authors. Although individual biographies located in this handbook contain specific background information, it should be noted that they have amassed over 14,000 flying hours, most of which consist of international operations. Their global experience represents missions to every region of the world including communist block countries.

CONTINUED

This handbook was compiled using the references listed in the bibliography. For additional and more detailed information concerning specific data contained in this handbook, refer to the appropriate referenced document. This guide will be published and distributed after review and approval of its contents by the SAC Instrument Flight Course Division (DOI), Castle AFB, CA. Additional copies may be obtained by writing ACSC/EDCC Maxwell AFB, AL 36112.

This handbook is not intended to conflict with any Air Force regulations, DOD publications or civilian manuals. If a conflict should arise, the appropriate regulation, manual or applicable directive will supercede this handbook.

The authors would like to acknowledge the efforts of the SIFC at Castle for their support, and Major Ron Sams, ACSC Faculty Advisor, for his tremendous time and assistance in developing this handbook.

ABOUT THE AUTHOR

Major Honi J. Garvin is a senior pilot most recently assigned to the 1st Military Airlift Squadron, 89th Military Airlift Wing, Andrews AFB, Maryland as a C-140 instructor pilot and C-6 pilot. As a special missions pilot he commanded missions in direct support of the President and Vice-President of the United States, Cabinet and Congressional members and other national and international leaders. Prior to the assignment with the 89th MAW, he flew C-130s at 6594th Test Group, Hickam AFB, Hawaii, making aerial recoveries of deorbited vehicles; the 17th TAS, Elmendorf AFB, Alaska, flying ski equipped aircraft onto the Greenland Ice Cap; and AC-130 gunships, 16th SOS, Ubon RTAB, Thailand during the SEA conflict where he was awarded the Distinguished Flying Cross and five Air Medals for combat missions flown. He received his wings in August 1972 at Laredo, Texas.

Major Garvin graduated from the US Air Force Academy in 1971 with a Bachelor of Science in Engineering Management. He earned a Master of Arts in Personnel Management from Central Michigan University in 1980. He has completed Squadron Officer School and Air Command and Staff both by correspondence and in residence.

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ABOUT THE AUTHOR

Major Gary G. Ricketts possesses a Senior Pilot rating. His most recent assignment was as the Officer in Charge of the 1st MAS Operations Center and an Instructor Pilot, 1st Military Airlift Squadron, 89th Military Airlift Wing, Andrews AFB, Maryland. As a special missions instructor pilot, he conducted numerous missions in support of high level governmental and military leaders including Cabinet and Congressional members, senior military leaders, and many other prominent national and international dignitaries. Prior to his assignment to Andrews, he was an Assistant Professor of Aerospace Studies at the University of South Carolina, Columbia, South Carolina. Previous to this assignment, he spent six years at McGuire AFB, New Jersey, as an Instructor Pilot/Flight Examiner in the C-141A assigned to the 30th Military Airlift Wing and as a Duty Controller with the 438 Military Airlift Wing Command Post. He attended undergraduate pilot training at Vance AFB, Enid, Oklahoma, and received his wings in July of 1972.

Major Ricketts received his Bachelor of Arts degree and Masters of Science degree in Mathematics in 1970 and 1971 respectively from the University of Arkansas. He received his commission through AFROTC in June 1970. He completed Squadron Officer School in residence in 1976. He completed Air Command and Staff College (ACSC) by correspondence in 1982, and he is currently a resident student at ACSC, Class of 1985.

ABOUT THE AUTHOR

Major Harold M. Ryan is a Senior Pilot. His most recent assignment was as the C-140B Flight Commander and Flight Examiner, 1st Military Airlift Squadron, 89th Military Airlift Wing, Andrews AFB, Maryland. As a Special Missions Flight Examiner he commanded many missions in direct support of the President and Vice President of the United States, Cabinet and Congressional members and numerous other prominent national and international leaders. Prior to his Andrews AFB assignment, he was stationed at Castle AFB, California, as an Instructor Pilot and Standardization/Evaluation Pilot for SAC's Combat Crew Training School. Previous to this he was assigned to Loring AFB, Maine, as a KC-135A Standardization/Evaluation Pilot for the 42nd Bombardment Wing. His initial flying assignment after undergraduate pilot training at Laredo AFB, Texas, was as an Aircraft Commander in the C-123K assigned to the 51st Air Base Wing at Osan Air Base, Republic of Korea.

Major Ryan received his Bachelor of Arts degree in History from the University of West Florida in 1969 and his Master of Science degree in Systems Management from the University of Southern California in 1976. He was commissioned on 11 March 1970 through Officers Training School. He completed Squadron Officer School by residence and correspondence. Air Command and Staff College and the National Security Management course from the National Defense University were both accomplished through correspondence. Currently, he is a resident student at the Air Command and Staff College, Class of 1985.

TABLE OF CONTENTS

	<u>PAGE</u>
Preface	iii
About the Author	v
CHAPTER ONE - INTERNATIONAL AIR TRAFFIC CONTROL STRUCTURE	
Introduction	1-1
Structure	1-1
Operations Within The International Structure	1-3
ICAO Regional Chart (Figure 1)	1-4
CHAPTER TWO - INTERNATIONAL FLIGHT PLANNING	
Introduction	2-1
The Checklist	2-2
Amplified Checklist	2-4
CHAPTER THREE - INTERNATIONAL FLIGHT PLANNING CHECKLIST AN INFLIGHT GUIDE	
Introduction	3-1
The Inflight Checklist	3-2
Amplified Inflight Checklist	3-3
CHAPTER FOUR - INTERNATIONAL FLIGHT PLANNING FACILITIES AND SERVICES	
Introduction	4-1
The Checklist	4-2
Amplified Checklist	4-3
Bibliography	B-1
Appendices	A-1
Appendix A - US Customs Form 7507: General Declaration	A-2
Appendix B - DD Form 1854: US Customs Accompanied Baggage Declaration	A-5
Appendix C - AF Form 15: USAF Invoice	A-8
Index	I-1

Chapter One

INTERNATIONAL AIR TRAFFIC CONTROL STRUCTURE

INTRODUCTION

The system which supplies air route traffic control world-wide is similar in design to the established Air Route Traffic Control Center (ARTCC) system within the CONUS. The purpose of this chapter is to provide a broad overview and an understanding of the international air traffic control system structure and familiarize the aircrew member with aircraft operations within the international environment.

STRUCTURE

There are eight designated International Civil Aviation Organization (ICAO) regions throughout the world. (Figure 1-1) Within these regions, there are individual sectors which are responsible for air traffic control. To equate this to a structure with which you are familiar, envision the entire ARTCC within the CONUS as a region. The region is further divided into a number of areas called centers. Within each center there are individual sectors and controls which supply separation and flight following. The ICAO regions are divided into sectors referred to as FIRs (Flight Information Regions) and UIRs (Upper Flight Information Regions). FIRs and UIRs would equate to centers within the CONUS ARTCC system. The difference between an FIR and a UIR is the area of coverage. UIRs often incorporate more than one FIR. The upper altitude limit of an FIR is usually the base of the UIR. (3:6-2) This relationship is similar to the division of CONUS centers above and below FL240. Within the FIRs, there are separate areas of control which supply ATC services for specific geographical areas such as special use airspace, Area Control Centers, and airport traffic areas.

Unlike ARTCCs within the CONUS, the majority of the airspace throughout the world is a non-radar environment. Control within the various FIRs is accomplished by position reporting, true airspeed control and altitude separation. Therefore, aircraft separation is greater than operations within a radar environment. The service is provided by the ICAO member nations which have

jurisdiction over a specific region. The various FIRs are connected in much the same way that centers within the CONUS ARTCC system are connected. Therefore, a handoff of a flight will be effected prior to entry into an adjoining FIR or UIR. Once a flight plan has been filed, the information is passed to all the FIRs and regions in which the flight will operate. Each controlling agency will have a strip on the flight containing all pertinent information found on any CONUS flight plan. (19) Clearance, control and separation from other known traffic will be provided based on the information given in position reports to the various controllers. Other than U.S. charts, frequencies and controlling agencies are provided on the enroute charts adjacent to the airways which they control. Additional information on these agencies is provided in the appropriate IFR Supplement as well as the Flight Information Handbook. It is important to comply with required reporting procedures outlined in FLIP to insure proper aircraft separation. NOT ALL AIRCRAFT WITHIN INTERNATIONAL AIRSPACE OPERATE UNDER POSITIVE CONTROL. Due to national security reasons and nature of various operations, such missions will be operating unannounced with "Due Regard" to other aircraft within the area. There is nothing within ICAO regulations which prevent, restrict or curtail operations of this nature. (3:6-1) Therefore, it is essential to clear at all times.

With the preceding in mind, the significance of Chapter One, AFR 60-16 is now underscored.

US Air Force aircraft are operated on a world-wide basis under rules and procedures that may involve many standards and conflicting requirements. Although ICAO helps to standardize and regulate international civil aviation, ICAO members are not forced to follow its Standards and Recommended Practices (SARPs). Each member nation must make known any ICAO procedure it takes an exception to and publish its alternate procedure. What the member nation does in modifying, rejecting or conforming to ICAO standards constitutes that nation's rules of the air. The Air Force supports the activities of ICAO and, military mission permitting, complies with ICAO SARPs in international airspace over the high seas.

Each nation prescribes those rules which apply to operating aircraft in its sovereign airspace. For information on the changing requirements of a single ICAO member that are more restrictive than the procedures that are outlined in AFR 60-16, one must refer to the appropriate Area Planning section of the Flight Information Publication (FLIP) Planning document. (10:1-1)

OPERATIONS WITHIN THE INTERNATIONAL STRUCTURE

FLIGHT PLANNING DOCUMENTS

Each of the eight ICAO regions spanning the earth has a set of FLIP documents that includes an IFR Supplement, High & Low Enroute Charts and Terminal Instrument Approach Procedures. Additionally, each region has one section of FLIP Planning dedicated to information pertaining to operations within that specific region. It should be noted, not all instrument approach procedures and flight planning guidance within the various regions are incorporated in the FLIP documents. Instrument Approach Procedures not contained in the DOD publications can usually be obtained commercially, (i.e., Jeppesen) or through other MAJCOMs whose flights frequent the area. Air attaches attached to embassies located in the country to which a mission may operate can also provide information of this nature. WHEN PLANNING A FLIGHT, INSURE THAT ALL REQUIRED PUBLICATIONS NEEDED FOR THE EXTENDED MISSION HAVE BEEN OBTAINED PRIOR TO DEPARTURE. (10:2-1)

COMMUNICATIONS

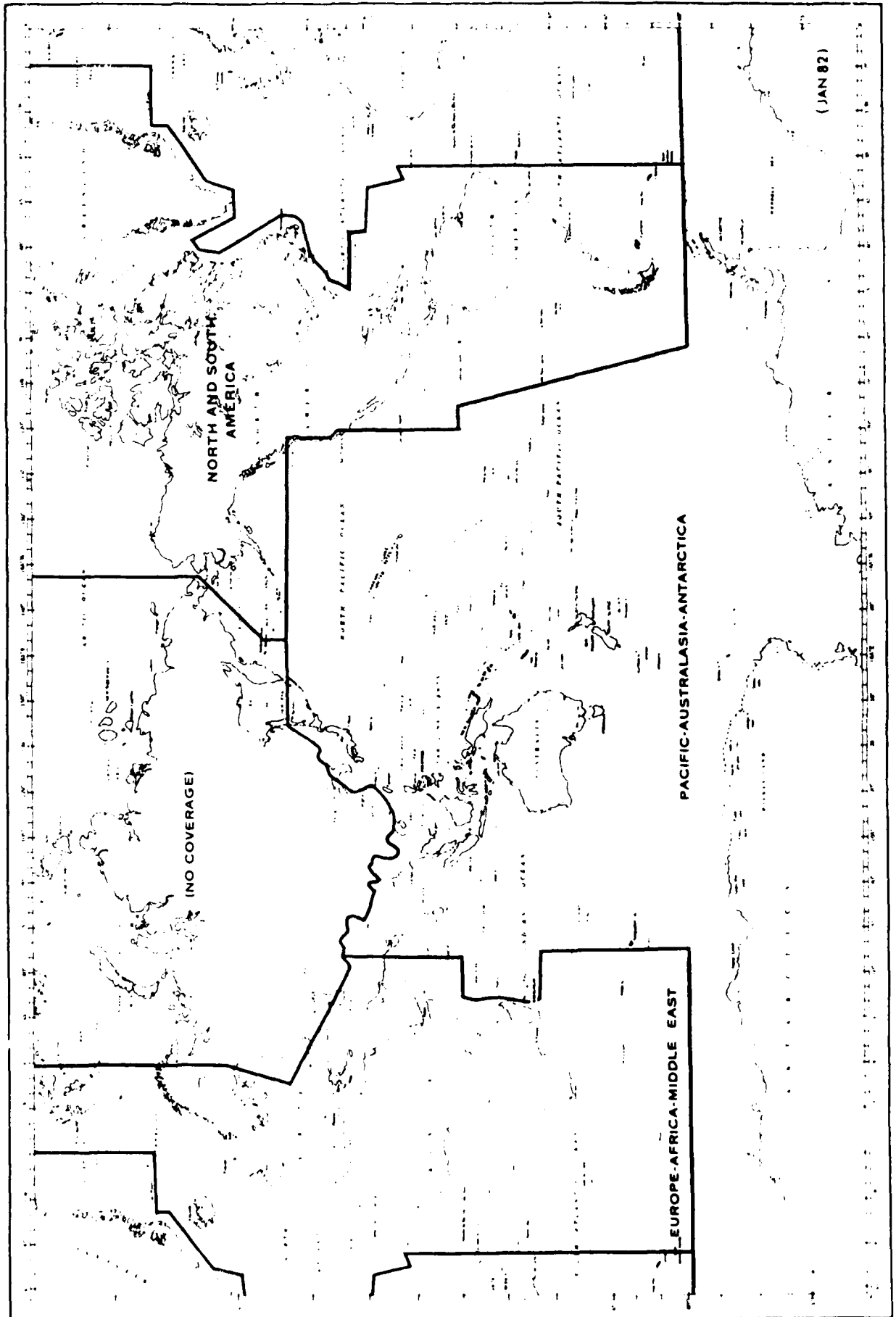
Radio communications within international airspace are similar to operations within the CONUS. Over certain geographical areas, control will be in a positive radar environment using UHF and VHF communications as the primary means of contact. Through other areas, the high frequency (HF) radio will be needed. Insure that all required radios and navigational equipment are operational before departure.

SUMMARY

Control of flights internationally is provided by various agencies within eight different ICAO regions that span most of the world. These regions are broken down into various information regions with certain agencies responsible for control of aircraft within their specific region. Operations through these regions are similar to operations within the CCNUS. Six complete sets of FLIP documents cover aircraft operations. Additional information can be obtained through other sources. Different flight planning and communication procedures apply when operating within the international environment. With a little effort, mastery of these differences can be accomplished in minimum time. Expanded information will be provided within this handbook.

Figure 1

BOUNDARIES OF DOD FLIGHT INFORMATION PUBLICATION-PLANNING



Chapter Two

INTERNATIONAL FLIGHT PLANNING

INTRODUCTION

This chapter is divided into two sections. The first section is a quick reference checklist while section two is an expanded explanation of each item contained in the checklist. International flight is generally governed by (ICAO) rules. These rules are binding on civil aviation only; however, military aircraft are expected to avoid conflicting with national regulations. (5:5-1) The following checklist will carry you through the appropriate phases of preflight planning in a logical order to insure compliance with international flight rules. Its organization will help structure your research to cover required areas while avoiding duplication of effort. It will familiarize you with the information required as a crewmember to prepare for an international mission.

INTERNATIONAL FLIGHT PLANNING
THE CHECKLIST

- A. Preflight Planning
 - 1. Determine Destinations, Routing, Distances, ETAs
 - 2. Flight Planning Publications
 - a. Enroute Supplement
 - (1) Weight bearing capacity
 - (2) Fuel
 - (3) AGE equipment
 - (4) Available alternates
 - (5) Zulu time deviation
 - b. Section II Flight Information Publication (FLIP "AP/2")
 - (1) General
 - (2) Visual Flight Rules (VFR)
 - (3) Instrument Flight Rules (IFR)
 - (4) Altimeter setting procedures
 - (5) Position reports
 - (6) Vertical separation
 - (7) Flight planning differences
 - (8) Route and area restrictions
 - c. Foreign Clearance Guide (FCG)
 - (1) Aircraft entrance requirements
 - (a) Clearance requirements
 - (b) Address for clearance request
 - (c) Clearance lead time requirements
 - (d) Aircraft content and cargo clearance
 - (e) Route/Flight restrictions
 - (f) Airports of Entry (AOE)
 - (2) Personal entrance requirements
 - (a) Clearance requirements
 - (b) Clearance request addressee
 - (c) Clearance lead time requirements
 - (d) Content of request
 - (e) Identification credentials
 - (f) Immigration/Customs/Agriculture/Disinsection
 - [1] General
 - [2] Customs & Immigration
 - [3] Permit to Proceed
 - [4] Agriculture requirements
 - [5] Insect and pest control (Disinsection)
 - (g) Immunization requirements
 - (h) Uniform restrictions
 - (3) Additional information
 - (a) Attache office staff
 - (b) Clothing recommendations
 - (c) Currency restrictions
 - (d) Customs regulations
 - (e) Health precautions
 - (f) Travel and special restrictions
 - (g) Transient accommodations
 - (h) Special Per Diem

- (4) Message preparation
 - d. Maps and Charts
 - (1) Restricted/Warning areas
 - (2) Suitable alternates
 - (3) Instrument approach procedures and navigational aids
 - (4) SIDs/IFR departure procedures
 - 3. COM/NAV KITS
 - a. Authenticators
 - b. Publications
 - 4. Life Support Equipment
- B. Filing
- 1. Flight plan/clearance lead time
 - 2. International NOTAMs
 - 3. Weather alternate/holding outside CONUS
 - 4. Fuel requirements
 - 5. Aircraft security
 - 6. Flight plan validation

INTERNATIONAL FLIGHT PLANNING AMPLIFIED CHECKLIST

A. Preflight Planning

1. Determine Destinations, Routing, Distances, ETAs -- When planning an international mission, it is essential to know destinations, routing, distances and ETAs. To avoid confusion, first determine destinations, then routing, followed by distances and ETAs in that order. This information will be used as reference in all subsequent flight planning.

2. Flight Planning Publications

a. Enroute Supplement -- As the name implies, it supplements FLIP and is a handbook for easy storage. It is designed for use with the geographically corresponding DOD Enroute Charts and the Flight Information Handbook (FIH) which includes all the typical information found in the US enroute supplement. Check inside front cover for "Special Notices" concerning new requirements or major modifications of existing FLIPs.

(1) Weight Bearing Capacity -- Consider the heaviest possible weight at arrival to insure the airfield is stressed for your type aircraft and weight.

(2) Fuel -- Insure the correct kind of fuel is available at the destination and that you understand methods of acceptable payment. (See Appendix C) An advance phone call may pay dividends.

(3) AGE Equipment -- If your aircraft requires a power cart for preflight, engine start or extreme temperature operations, insure that intended destinations have suitable AGE available.

(4) Available Alternates -- Once you identify qualified alternates enroute or at destination, review above items in order to prioritize their usefulness.

(5) Zulu Time Deviation -- Convert all mission time to both local and zulu date/time groups. Send these time groups in messages, i.e., 21/1500Z/21/1000L. This precludes errors in interpretation of ETAs, etc., since all flight plan times are in zulu.

b. Section II Flight Information Publication (FLIP "AP/2")
FLIP Area Planning is divided into three major theaters covering the globe EXCEPT THE USSR. Area Planning Theater 1 covers North & South America (US); Theater 2 covers Europe, Africa, and Middle

East; Theater 3 covers the rest--Pacific, Australia, and Antarctica. The information for these area planning theaters are presented in identical format. Chapter 1 of each theater section covers general information. Information for each ICAO region is published in subsequent chapters. This ICAO regional information is in three sections; A--applicable supplementary data, B--FIRs and UIRs within the region, C--information for individual nations. ICAO regions contain necessary flight planning information and address IFR, VFR, altimeter settings, position reporting, and vertical separation. Research all information pertaining to each country of intended overflight or landing. IT IS EASY TO IGNORE, BUT SIMPLE DIFFERENCES IN IFR, VFR, ALTIMETER TRANSITION ALTITUDES, ETC., CAN CAUSE MAJOR INTERNATIONAL INCIDENTS IF NOT FOLLOWED.

(1) General -- This section contains pertinent theater information to include VFR, IFR, altimeter setting procedures, position reporting and vertical separation just as in the regional sections. Also, applicable flight planning, clearances, hazards, restrictions and additional information are found here. The following items two through six will always be addressed whether or not they differ from US procedures.

(2) Visual Flight Rules (VFR) -- Check Chapter 1 for general information applicable to the entire theater. Also check appropriate country or FIR/UIRs of intended flight for specific VFR procedures.

(3) Instrument Flight Rules (IFR) -- Same as VFR.

(4) Altimeter Setting Procedures -- This section identifies which type of altimeter setting, QNH, QFE, or millibars, etc., is used and location of transition levels (going up) and transition altitudes (coming down). QFE altimeter settings and transition level/altitude are found in the Enroute Supplement, Section C, (Theater flight data and procedures), for quick reference in flight.

(5) Position Reports -- Refer to Item 6, page 3-5 of this handbook.

(6) Vertical Separation -- The general theater procedures will refer you to appropriate FIR/UIR procedures if they differ by regions in the theater. Altitude restrictions similar to our hemispheric altitudes and other rules pertaining to vertical separation will be found in this section.

(7) Flight Planning Differences -- Each country may have a flight planning procedures section following the vertical separation section. If so, this section is extremely informative. It lists important items to consider while planning a flight into/over that particular country.

For security reasons, many countries restrict international arrivals and departures to specified routes. If any restrictions apply to a given destination, the routings may be found in the FCG or its classified supplement. Sometimes, these restrictions are temporary and will be posted in Notice to Airmen (NOTAMs). Whatever the case, aircraft commanders should file accordingly and insure proper navigational tolerances. FAILURE TO COMPLY COULD BE PHYSICALLY DISASTROUS.

(8) Route and Area Restrictions -- Any restrictions pertaining to the area or routes through the area will be published here.

c. Foreign Clearance Guide (FCG) -- The FCG is the basic source of information pertaining to USAF international operations, policies and procedures. You must comply with the FCG in planning, cargo movement and travel. It is directive for aircraft entering or overflying foreign nations. To use it, review the first section "General Information." Then, refer to the section pertaining to the area of intended overflight/destination. The "Country Index To Area Booklets" will direct you to the appropriate section. Each country's section will be divided into three information areas; 1) A/C clearance requirements, 2) Personnel entrance requirements, and 3) General Briefing information.

(1) Aircraft Entrance Requirements -- If any of the following items are not listed for a country of interest, then they do not apply.

(a) Clearance Requirements -- This section will tell you if information is located in classified FCG, if diplomatic clearance is required and what type overflight/landing clearance will be granted.

(b) Address for Clearance Request -- Lists addressees for message traffic, mail and commercial telephone and autovon numbers.

(c) Clearance Lead Time Requirements -- This is one of the first things to check to allow sufficient lead time for clearance receipt. If time is critical, a "short notice diplomatic clearance" can be obtained. For more information refer to item A2c(4) in this chapter.

(d) Aircraft Content and Cargo Clearance -- Content and Cargo clearance requirements vary with each country. Cargo clearance requirements are listed in the FCG under individual countries. Cargo clearance requests are prepared in accordance with AFM 75-1 and related MAJCOM directives. (14:28-1) This list should be included in the original message traffic prepared before departure. Receipt of proper country clearance or

diplomatic clearance is all that is required. However, it is the responsibility of the aircraft commander to insure that proper clearances are received and no restrictions apply to aircraft contents.

(e) Route/Flight Restrictions -- Restrictions may require significant changes to route of flight, therefore, it pays to plan for them early in the flight planning stages. Route and flight restrictions may be classified. If so, the FCG will direct you to its classified portion. Other sources which may indicate restrictions are DOD/FAA NOTAMs. Call the closest Flight Service Station for FAA NOTAMs.

(f) Airports of Entry (AOE) -- There are only certain designated airports within each country in which flights may arrive and depart internationally. These airports are listed by country within the FCG. They include civil and military airfields. DO NOT ARBITRARILY USE A USAF OPERATED BASE IN FOREIGN COUNTRIES FOR ENTRY UNLESS IT IS LISTED IN THE FCG AS AN AOE. In order for individual countries to protect their security and sovereignty, it's necessary to restrict and control debarkation to designated airfields. These designated airfields are equipped with the necessary services such as agricultural, customs and immigration inspection which are required for arrival and sometimes departure from individual countries. AOE's usually offer a variety of services which can support most aircraft operations. These airfields and associated navigational aids are geared to support most types of aircraft. For US Government aircraft, there can be additional airfields used as AOE's not designated in the FCG. With concurrence of the host government, certain airfields other than those listed in the FCG can be used for international flights. Authorization to use these facilities is obtained through higher headquarters. Confirmation to perform flight to and from any of these airfields is granted by approved Aircraft Clearance or Diplomatic Clearance. (15:12) Remember to list clearance numbers in the remarks section of the international flight plan because failure to do so may cause delays. The clearance number will be a specific clearance number cited in the clearance message, or, if no such number is assigned, the date/time group of the clearance message will suffice. Simply put "RMK/clearance number _____" in flight plan remarks section. FAILURE TO OBTAIN PROPER CLEARANCES MAY RESULT IN AN INTERNATIONAL INCIDENT.

Upon return to the CONUS, authorized AOE's include:

1) Regular foreign clearance bases listed in the IFR supplement, under the airport "service" legend as "AOE" (airport of entry).

2) Special foreign clearance bases in which prior authorization has been approved by MAJCOM in support of specific military operations as listed in the FCG North and South America under the United States Section V.

3) Any civil airport listed in the IFR Supplement as a designated point of entry or an AOE. (15:3)

4) A comprehensive list of these airfields can be found in the FCG North and South America under the United States Sections IV and V.

To avoid delays, insure that required customs and services are available during scheduled times of arrival. This information can be found in the IFR Supplement. If possible, reconfirm availability prior to departure by phone call to destination.

(2) Personal Entrance Requirements

(a) Clearance Requirements -- Travel or country clearances for aircrews are not required unless they are performing additional official duties in a capacity other than as aircrew members or if they are a Brigadier General or above. (15:9) Refer to the proper country section of the FCG for required information, restrictions and notification. If any crewmember will be performing duties within a designated country other than crew duties, then proper country clearance will be required in accordance with specific country requirements listed in the FCG. Passengers should also have proper country clearances for their intended destination. It is the responsibility of their individual commanders to insure compliance with the FCG when authorizing travel to specific areas. (15:6) Pre-clearance by passenger terminal personnel relieves the aircraft commander of this duty.

(b) Clearance Request Addressee -- Lists all methods of obtaining clearance, i.e., mail, telephone, message addressees. Messages are the most common mode for clearance request, time permitting.

(c) Clearance Lead Time Requirements -- If a country clearance is required for entry, it is imperative that proper lead times are met in order to insure clearances are received before departure. Required lead times vary depending on the destination. The FCG lists the required lead times under each individual country.

(d) Content of Request -- FCG lists all information pertaining to personal entrance requirements that you must provide in the request in order to receive clearance.

(e) Identification Credentials -- The US ARMED FORCES IDENTIFICATION CARD and proper Flight Authorization Orders are required for all international flights. (15:5) ID cards are accepted as official identification within all NATO countries. (8:18) If time permits, individual travel orders should be obtained but are not always required. Some units use blanket TDY orders for all their personnel. PASSPORTS AND VISAS are required as stated on individual country pages in the FCG. AFR 30-4 contains procedures for requesting passports and visas. PASSPORTS ALONE DO NOT CONSTITUTE AUTHORITY TO ENTER A COUNTRY. However, many countries do allow US citizens entrance into their territory without additional documentation upon presentation of a valid US passport. (15:18) Compliance with proper lead times required to obtain visas from the various countries is imperative. Certain countries who allow crewmembers to obtain plane-side visas upon arrival will be so stated in the FCG. Required visas must be obtained prior to departure. Without proper visas, individuals may be asked to leave. Aircraft commanders must insure crewmembers meet all visa requirements in accordance with the FCG.

(f) Immigration/Customs/Agriculture/Disinsection

[1] General. Advance notice is required for customs, agriculture, and immigration. Hours of operation for each office vary. Therefore, use the US Embassy as your single point of contact. They will arrange after-hours support and arrange a representative to meet your aircraft.

[2] Customs & Immigration. Crew and passengers arriving from a foreign port are subject to customs and immigration inspection upon arrival. US Customs officials will provide the service within the CONUS or US territories. Foreign ports of entry provide border clearance officials who accomplish similar functions as US Customs agents.

The aircraft commander is responsible for border clearance of the crew and passengers. Arrangements for border clearance inspections should be arranged in the mission planning phase. The air terminal manager/base operations at a regular US foreign clearance base will arrange required inspections. If entering or departing the US at a special foreign clearance base, contact with security police military customs inspectors can expedite arrangements. Contact US Customs offices to arrange inspections at civil airports of entry. Detailed border clearance requirements are in the FCG and AFR 75-12. See the FCG for foreign countries' requirements. Documentation required to enter and depart the US is specified in the FCG and AFR 75-12. Requirements for passenger aircraft have been extracted from these publications and are outlined below for ease of reference:

- Aircraft departing the US with only US military passengers and crew require no documentation other than USAF/customs, etc. (6:2-4)

- Aircraft departing the US with US civilian passengers and/or any foreign nationals (NATO military excluded) require the following documentation for the US immigration service inspector:

-- One copy of Customs Form (CF) 7507, General Declaration. (6:3-5) (See Appendix A for detailed instructions for completion of this form.)

-- One copy of Immigration Form I-92, Aircraft/Vessel Arrival/Departure Report, indicating the total number of civilian passengers including US civilians and all aliens aboard. (6:3-5)

-- One set of Immigration Forms I-94, Arrival/Departure Record, for each foreign national except NATO military. (6:3-7)

-- If departing from a US installation with an aerial port or passenger service terminal, the air terminal manager will complete the I-92 and collect the I-94s from each enplaning foreign national except NATO military. The aircraft commander or designated representative will provide the completed CF 7507, if required. If departing from an aerodrome without an aerial port facility or from a civilian airport, comply with immigration clearance requirements at that station. (6:3-8)

-- The preceding forms may be obtained through most passenger service terminals, current operations branches or flight planning areas.

- Aircraft arriving in the CONUS, Hawaii, Alaska, or Puerto Rico from a foreign area require the following documentation:

-- Four copies of the CF 7507 (for US Customs/Immigration/Agriculture/ Public Health). List all crew members and the number of passengers. (6:3-8)

-- One copy of DD Form 1854, US Customs Accompanied Baggage Declaration, is required for each crewmember and passenger. (6:2-6) (See Appendix B for detailed instructions for completion of this form.)

-- Two copies of the passenger manifest are required for Customs and Immigration. (6:3-8)

-- One copy of Immigration Form I-94 is required for each foreign national (except NATO military) aboard the aircraft. (6:3-5)

-- One copy of Immigration Form I-92 is required if US civilians or foreign nationals (NATO military excluded) are aboard. (6:3-5)

-- All crew members and passengers will present passports/identification cards and international certificates of vaccination for inspection, if requested. (6:3-9)

[3] Permit to Proceed. In some instances, aircraft commanders may obtain a "Permit to Proceed" when military reasons require an aircraft (which has landed in the US for customs clearance) to proceed to another base in the US to obtain border clearance. The aircraft commander can coordinate with customs at the first CONUS stop for a permit to proceed. It saves time to coordinate prior to arrival but may be done upon arrival. The permit to proceed delays customs inspection of passengers and crew until arrival at the off-load station and saves intermediate off/reloading normally required for customs inspection. The permit to proceed is valid only to the airport of the next landing where the border clearance must be completed or a new permit to proceed issued by a customs official. Do not make intermediate stops between the issue point of the permit to proceed and destination of manifested passengers unless required by an emergency situation or directed by the controlling agency. (9:6-23)

When an aircraft lands for US border clearance, a US customs representative normally will meet the aircraft to obtain the required documents. Do not deplane passengers or crew members unless necessary for safety reasons. Don't unload until approved by Customs and Agriculture personnel. This procedure applies to the initial landing in the US and all landings required when operating on a permit to proceed. (9:6-24)

In some cases, an aircraft can be precleared at the departure base which will preclude the necessity to land at a designated port of entry within the US for border clearance. Specific procedures and restrictions apply in this case which require advance arrangements as outlined in DOD 5030.49R. (i6:3-2)

[4] Agriculture Requirements. Various destinations including the United States have special agricultural restrictions and requirements. Aircrews must comply with these restrictions in order to prevent the introduction and dissemination of animal and/or plant diseases and pests. The FCG will list the restrictions, if any, for each destination. Comply with all national inspection requirements listed and complete all necessary documentation prior to arrival. Insure proper advance notice of arrival is relayed to clearance officials to avoid delays. Relay the advance notice via command post, telephone or any means available.

In addition to complying with customs inspections, many destinations require an agricultural inspection. Regardless of the intended destination, procedures to prevent dissemination of agricultural pests remain the same. All cargo, garbage, and baggage arriving in the United States from any place outside thereof or moving through Hawaii, Guam, Puerto Rico, and the Virgin Islands is subject to agricultural inspection by a representative of the US Department of Agriculture. Crew and passengers baggage will be subject to inspection by US Customs officials who will carry out the requirements of the Department of Agriculture. Cargo will not be loaded aboard the aircraft unless it is free of animal and soil contamination. Stores and in-flight meals which include fruit, vegetables, and meats are prohibited United States entry. Garbage will be placed in leakproof, covered containers and disposed of in accordance with port procedures and under the direct supervision of an agricultural inspector. (11:6-7) The aircraft commander is responsible for proper disposal and may designate any crewmember to do it. Additional information pertaining to special quarantine procedures and permits can be found in AFB 161-4.

[5] Insect and Pest Control (Disinsection). Aircraft commanders will insure required spraying of the aircraft is accomplished. Certify spraying on the General Declaration or host nation form.

The aircraft should be sprayed immediately before the last takeoff prior to entering the following areas:

- The United States or its possessions from a foreign airport between 35 north and 35 south latitude (Japan excluded and all Africa excluded.)

- Aircraft that land in that part of the US north of 35 north latitude need not be sprayed between 1 October and 31 March, unless the aircraft will proceed immediately to a part of the US located south of 35 north latitude.

- The US Public Health Service may require spraying of aircraft, not provided for above, for emergency purposes or special requirements. (See the USAF FCG for exceptions.)

- The State of Hawaii, to include flights originating in the CONUS. (9:6-23 - 6-24)

- A foreign area, according to the requirements of the country concerned or the USAF. (See the USAF FCG for individual country requirements.)

Use insecticide aerosol resmethrin--2 percent, NSN 6840-00-140-7930 (or equivalent), to spray the aircraft. Direct the spray nozzle toward the ceiling or the compartment. Don't spray any plastic surfaces. Spray compartments inaccessible from within the aircraft after loading. Spray the flight deck and passenger compartments after all hatches, doors and windows are closed. Duration of spray should be in accordance with aircraft associated directives or host nation. (9:6-24) Crews must insure that insecticide spray is on board before departure. Obtain the spray from maintenance through the aircraft's crew chief.

(g) Immunization Requirements -- Basic immunization is required by all aircrew members in accordance with AFR 161-13. Aircrews are not required to be immunized for world-wide travel at all times. Frequency of immunization is dictated by this regulation. Required immunizations are dependent on where you travel. (12:5) Specific immunization for countries of intended destinations are listed in the FCG under the individual country. Aircraft commanders must insure that crews are properly immunized. Insure compliance and, if required, obtain additional immunizations prior to departure. Check that current immunizations will not expire during the length of the TDY. Re-immunization requirements are listed in Table II of AFR 161-13. Also, the FCG will note any epidemics or interim changes which may affect travel and immunization requirements within specific areas. For the most current information, the FCG lists interim changes in the front of each area section. Take notice and obtain proper immunizations before departing home station. IMPROPER IMMUNIZATION COMPLIANCE CAN RESULT IN QUARANTINE OR EVEN DENIAL OF ENTRY INTO A COUNTRY.

(h) Uniform Restrictions -- Most destinations generally frequented by Air Force crews have few uniform restrictions. However, aircraft commanders should check the FCG for the most current uniform restrictions which may apply at any given destination. Some countries forbid the wearing of military uniforms at anytime and some may restrict wear to transiting to and from RON facilities. If the wear of a uniform is prohibited and flight in civilian clothing is not authorized, then aircrews must change into civilian attire prior to deplaning. Occasionally, restrictions are levied for personal protection and safety. US military personnel are excellent targets of opportunity for various terrorist activities. A low profile should be maintained while visiting countries in which restrictions apply. Upon arrival, assigned US personnel generally provide aircrews with briefings on current conditions. It's important to note, the FCG does not always list the most current information. Dynamic political situations may change the atmosphere overnight. Intelligence briefings can provide current information prior to departure. The classified portion of the FCG should be consulted for supplemental information prior to departure. The aircraft commander is

responsible for the safety of the crew. Prudent judgment and modification of procedures as warranted to insure crew safety is always in order.

(3) Additional Information

(a) Attache Office Staff -- Each country will have a list of current US personnel by name and position.

(b) Clothing Recommendations -- FCG recommends types of clothing to be worn based on climatology.

(c) Currency Restrictions -- Many restrictions apply to the import, export and exchange of currency. It's important that crews are cognizant of restrictions and strictly adhere. Failure to comply may cost a crewmember monetarily or punitively. The FCG will list restrictions as well as approximate exchange rates. It will also list authorized places to conduct exchanges and amounts which can be changed back prior to departure. Failure to be cognizant of the rules may leave crews with excess foreign currency which is of no value anywhere else in the world. Exchange US currency at authorized locations only. Local individuals may offer a better exchange for US currency, but this practice is generally illegal in most countries. Crewmembers caught exchanging within the "black market" may be subject to extreme punitive actions by the foreign government. Great embarrassment to the US Government could result, not to mention resultant affects on an individual's career. Crewmembers should make note of currency restrictions listed by country in the FCG.

(d) Customs Regulations -- Regulations peculiar to individual countries will be listed in the FCG if they differ from standard.

(e) Health Precautions -- For each country, the FCG lists restrictions which may apply to consumption of various foods and water. Locally assigned officials can provide further elaboration on this subject. In order to avoid health hazards in certain areas of the world, consider going self-contained. Aircrews should be cognizant of the source of resupply for their aircraft to include water, ice, food, etc. Unexpected illness can affect mission accomplishment and effectiveness. In the event of illness and lack of any US medical facilities, consult the assigned US or embassy officials for emergency medical information. It's the crewmembers' responsibility to adhere to these precautions.

(f) Travel and Special Restrictions -- Various countries have restrictions as to travel within their geographical boundaries. They may have special restrictions pertaining to

photography and items which may be brought into the country. Crewmembers should avoid embarrassment and possible punitive action by noting special restrictions listed in the FCG.

(g) Transient Accommodations -- Requests for quarters should be made in conjunction with the message traffic prepared prior to departure. When requesting quarters, indicate the number of rooms required, dates, number of officers and enlisted and approximate cost. As a rule of thumb, cost should be 50% of the daily per diem for the area.

(h) Special Per Diem -- In some countries where costs vary seasonably, per diem rates can be computed at a "special per diem rate" which may be a higher dollar figure than "high cost" areas. Special per diem requires preapproval and must be coordinated through the travel pay section of the finance office. Check with them for details.

(4) Message Preparation -- Messages are used to get aircraft, aircrew and cargo clearances into foreign countries through US officials. MAJCOM commanders, or designated representatives, are authorized to request foreign clearances. Aircraft commanders may exercise limited authority while enroute in reporting changes caused by emergencies, flight cancellations or other contingencies. Therefore, an aircrew will normally not be required to draft messages unless unscheduled changes occur during the mission. If required to draft a message, use a copy of your original clearance as an example format. Insure that all items required by the FCG under individual countries are addressed.

Review times and distances, FCG and flight publications prior to drafting message. Be succinct when writing. Generally, the addressees listed in the messages accomplished by your command representative for your mission will bear the same addressees you will use on the message you're drafting out of country. The addressee block is divided into "action" and "info" sectors. Action addressees are those who are required to do something or acknowledge receipt of message. Info addressees receive message copies for their information only. Additionally, you should add the office responsible for drafting your mission messages to the "info" list of the message to insure they get updated information. If different countries are visited other than those originally scheduled, you will have to address appropriate offices in these new countries. The FCG lists addresses under each country.

After determining appropriate addressees for the "action" and "info" sections, the remainder of the message is in plain English. Use as brief a style as possible but include all the information required for each country identified in the FCG. Any embassy or United States Defense Attache Office (USDAO) can transmit messages for you.

A reply message or "come back" clearing you for overflights and landings must be received. The date time group of these approval messages serves as your authorization number if no other number is sent in the message.

If the FCG indicates a greater lead time than available, a short notice clearance procedure may be used. It is to be used only in urgent situations and must be approved by HQ USAF. Communicate with your command post via any means available and let them coordinate short notice approvals. Insure receipt of proper diplomatic clearances prior to any overflights or landings. (15:14-17)

d. Maps and Charts -- Insure all applicable maps and charts are on board the aircraft for the intended route of flight. Check to see dates are current and individual publications will not expire during the trip. Terminal areas marked on charts are expanded in terminal area charts which should be carried and used when operating in terminal areas since some intersections and nav aids are only found on the expanded version.

(1) Restricted/Warning Areas -- These are printed on maps and charts if they are of longstanding nature; otherwise, airspace of defined dimensions will be published in international NOTAMS located at base operations. Special use airspace can be any one of the following: controlled firing areas, military operation areas (MOA), prohibited areas, restricted areas or warning areas. The definitions are found in FLIP area planning under "Terms."

(2) Suitable Alternates -- Establish airfield requirements for aircraft type. A review of the legend on the back panel of the chart will speed the process of identifying runway length, lighting, surface type and approaches. Also, it is important to identify alternates along the route of flight.

(3) Instrument Approach Procedures and Navigational Aids -- Insure publications are current for the entire trip. Review all approaches available at the destination and insure compatibility with aircraft navigational equipment. Check NOTAMS, Urgent Change Notice (UCNs) and Terminal Change Notice (TCNs) for deleted or changed approaches. DOD DOES NOT PUBLISH ALL AVAILABLE APPROACHES INTO AN AIRFIELD. Sometimes, visual approaches are required. For example, if cleared for a "RIVER APPROACH" or comparably titled visual approach, you will be expected to fly it for traffic sequencing or noise abatement. You may suffer intolerable delays if not prepared. Visual approach procedures are published by Jeppesen, a civilian version of DOD approach procedures, and VFR arrival/destination routes for Europe are published by the DOD Defense Mapping Agency. Check with base ops or command post for availability of Jeppesen and DOD publications. In other

countries, check with the Air Attache or frequent users for unpublished approaches peculiar to their areas.

Approaches -- Terminal Instrument Approach Procedures published in DOD FLIP documents may contain procedures designed under ICAO instrument approach and obstacle clearance criteria. These criteria may differ significantly from the FAA's. Therefore, ANYTIME AN INSTRUMENT APPROACH IS FLOWN OUT OF FAA JURISDICTION (CONTINENTAL US, HAWAII, SAMOA, VIRGIN ISLANDS AND PUERTO RICO) ICAO PROCEDURES SHOULD BE USED. Otherwise, boundaries of ICAO protected airspace could be exceeded. Review Chapter 6 of AFM 51-37, "ICAO Course Reversal Maneuvers," for correct procedures.

(4) SIDs/IFR Departure Procedures -- Standard Instrument Departures (SIDs) provide departure routings and/or climb profiles to assure obstacle clearance, assist ATC traffic separation, enhance noise abatement and expedite traffic flow into the enroute structure. (9:6-6) IFR departure procedures are designed to assure obstacle clearance during instrument departures. These procedures are located in the front of each FLIP terminal low-altitude instrument approach procedures booklet as well as the Standard Instrument Departures (CIVIL) book. (9:6-6)

The major differences between Air Force SIDs and FAA civil SIDs are as follows:

(a) Civil SIDs assume the pilot will cross the departure end of the runway at least 35' above runway elevation. Military SIDs use the runway end elevation.

(b) Military SIDs will publish a climb rate block if the required climb gradient, obstacle or ATC exceeds 200 FT/NM. Civil SIDs publish only the required gradient in this case, no rate block.

(c) Military SIDs provide obstacle elevation (MSL) and distance from departure end of the runway for the controlling obstacles while civil SIDs do not identify obstacles, only the gradient to clear the obstacles.

The bottom line is that if you are operating in ICAO airspace, you can't be sure what the SID is based upon. Assume worst case and be 35 feet at the departure end of the runway.

SIDs are available at most airfields (either military or civilian) and should be used to the maximum extent possible.

3. COM/NAV KITS

a. Authenticators -- These documents are required for flights into an air defense identification zone (ADIZ) or when specified by operations plans. Normally authenticators and classified documents are carried on all missions. One of the primary crew members will be responsible for obtaining and controlling these materials. It is the responsibility of the entire crew to safeguard them. Local training classes explain the use of these documents.

b. Publications -- Prior to departing on a mission, the pilot-in-command or designated representative should check the contents of the comm/nav kits to insure all required flight planning publications and documents are present. These kits should contain an ample supply of blank ICAO flight plans, flight planning documents covering all potential regions of flight, any applicable airfield restrictions, and other required MAJCOM and local mission documents.

4. Life Support Equipment -- The aircraft commander is responsible for insuring required life support equipment is on board and passengers are properly briefed on its location and use. Operation in the international environment does not eliminate life support requirements addressed in AFR 60-16 as supplemented in MAJCOM directives, SAC 55-51 and FLIP. However, enroute support for life support equipment can create unique problems especially when transiting non-military airfields. You may have to negotiate with civilian airfield personnel or commercial airline companies to obtain support. Identification of life support requirements in mission set-up messages can help in this matter.

B. Filing

1. Flight Plan/Clearance Lead Time -- To the maximum extent possible, international flights will be conducted under instrument flight rules. File flight plans with the appropriate controlling agency. Examples of flight plans are located in FLIP's General Planning section, Chapter Four. Depending on the location, flight plans must be on file within a minimum specified time period prior to departure. (EXAMPLE: The US requires flight plans to be on file at least 30 minutes prior to proposed departure time and one hour in Europe.) If delays in excess of 30 minutes are anticipated, advise the controlling agency of the new takeoff time. Failure to do this may result in cancellation of your existing clearance. To prevent inadvertent loss of flight plan clearance, consult FLIP and base operations personnel about required flight plan lead times.

2. International NOTAMS -- Prior to flights within international airspace, the pilot-in-command is required to check all

available NOTAMs applicable to the mission. The ICAO NOTAM system involves an exchange of information between countries. Most base operations possess complete NOTAM information. For non-routine flights from foreign airports, the pilot should contact applicable civil airport dispatch sections, flight service stations or air traffic control centers for international NOTAMs.

3. Weather Alternate/Holding Outside CONUS

Weather Alternates -- Designation of weather alternates while flying in the international environment is no different than stated in AFR 60-16 and as supplemented in SAC Sup 1. However, designation and selection of the alternate requires considerable pre-planning. Location of the alternate, existing/forecast weather patterns, support services available and airfield/approach limitations must be considered. YOU MUST ALWAYS DESIGNATE AN ALTERNATE ON YOUR INTERNATIONAL FLIGHT PLAN, REGARDLESS OF WEATHER CONDITIONS AT YOUR INTENDED DESTINATION. Required weather minimums for an alternate is IAW AFR 60-16.

Holding/Fuel Reserves -- Requirements for holding/reserve fuels are found in AFR 60-16 as supplemented by SAC Sup 1 and SACM 51-135, Vol VI.

4. Fuel Requirements -- Fuel planning while operating in the international environment requires considerable attention since alternate airfields and fuel availability may be limited. Fuel requirements for operations in this environment are no different than defined in AFR 60-16 as supplemented by appropriate MAJCOM supplements. Fuel should be sufficient to complete the mission including required reserves (as specified by MAJCOM directives), holding fuel, alternate fuel, approach and landing fuel. During flight planning, the pilot-in-command should determine the minimum acceptable flight level to destination. This data is especially important on routes over water or isolated areas. Knowledge of this information will aid in negotiations for final altitude assignments with ATC. Additionally, you should consider extra fuel for the mission to offset increased fuel consumption due to icing, known holding delays (which occur frequently overseas), deviations for weather avoidance and operations in areas where destination navigational aids are less than reliable. (9:6-9) Conserve fuel to the maximum extent possible. Keys to successful mission accomplishment are thorough mission planning and sound pilot judgment.

5. Aircraft Security -- The safety and security of USAF aircraft is ultimately the responsibility of the aircraft commander. On routine international flights that transit military facilities, USAF security agencies should insure aircraft safety. At civilian fields, security must be coordinated with local agencies. Prior coordination should be done through initial

message traffic. Occasionally, you will find yourself at facilities where security forces are lacking and the airfield's security is questionable. In these cases, the aircrew will have to provide security. Civilian police forces may be used if available. Security services can be purchased locally with an AF Form 15. Further elaboration is provided in Chapter Four. The aircraft commander should analyze the environment to insure adequate security requirements are met.

6. Flight Plan Validation -- After completing the flight plan, it is time to step back and absorb the big picture. At this point you should review the routing, distances, and times to insure they all match, (i.e., ETAs for FIR boundaries, zulu times, etc.)

Chapter Three

INTERNATIONAL FLIGHT PLANNING CHECKLIST AN INFLIGHT GUIDE

INTRODUCTION

This chapter will provide the aircrew with an inflight checklist accompanied with an item-by-item explanation covering a multitude of inflight concerns ranging from simple weather updating to aircraft diversions. The information contained in this chapter will better prepare the aircraft commander and the entire crew to cope with inflight contingencies.

THE INFLIGHT CHECKLIST

- A. Inflight
 - 1. HF, AIRINC Communications Procedures
 - 2. Lost Communications Procedures
 - 3. Navigation/Communication Equipment Requirements
 - 4. Weather Updates
 - 5. Pireps
 - 6. Position Reports
 - 7. Hijack Procedures
 - 8. International Interception Procedures
 - 9. Transponder Operations
 - 10. North Atlantic Tracks (NAT) System
 - 11. Hawaii/Mainland US Composite Route System
 - 12. North American Routes (NAR)
 - 13. North American Air Defense Identification Zones (ADIZ)
 - 14. Preferred (Domestic) Routes
 - 15. Buffer Zones
 - 16. Nonfree Flying Areas
 - 17. Due Regard Flights
 - 18. Diversions
 - a. ATC Clearance
 - b. Overflight/Diplomatic Clearance
 - c. Command and Control
- B. Before Landing
 - 1. Disinsection
 - 2. Customs
 - 3. General Declarations

AMPLIFIED INFLIGHT CHECKLIST

1. HF, ARINC Communications Procedures -- Aircraft operating on an IFR flight plan in international airspace beyond VHF capability are required by ICAO to maintain a continuous listening watch and communications capability on center assigned HF frequencies. Frequencies used depend on time of day or night and atmospheric conditions. Although frequencies are assigned by Air Traffic Control (ATC), actual communications are with general purpose facilities such as International Flight Service Stations and Aeronautical Radio, Inc. (ARINC). (17:35) These agencies are responsible for the relay of position reports and other pertinent information between the aircraft and ATC. Frequency listings may be found in the FLIP Flight Information Handbook and on all enroute charts except US.

The USAF Global Command and Control System (GCCS) provides air-ground radio communications between ground agencies and US military aircraft for passing command and control information only. GCCS stations will not refuse to accept ATC traffic; however, ATC relay services are no longer available and only phone patch service to the appropriate regional civil agency can be provided. For relay of ATC information the aircrew should contact the appropriate civil/ICAO ATC agency via established HF frequencies listed in the Flight Information Handbook. (2:B23)

2. Lost Communications Procedures -- The likelihood of total lost communications (lost comm) is considered remote. Lost comm procedures in international airspace do not differ significantly from CONUS procedures. With few exceptions, most flying accomplished in international airspace is under instrument flight rules. Therefore, as a general rule the following sequence of events should keep you out of difficulty when experiencing lost communications. [NOTE: You should review each individual country's (those you anticipate flying over) lost communications procedures to ascertain specific commonalities and differences. To do this you must refer to the appropriate regional planning FLIP documents.] If you experience lost comm, continue on your flight plan route or last cleared route of flight to the designated navigational aid serving the destination. If you arrive ahead of your ETA, hold until that time and then execute a normal instrument approach procedure specified for that navigational aid. If your IFF/SIF equipment is operational, squawk mode-3/A code 7600 to indicate communications failure to air route traffic controllers. While in controlled airspace, maintain last acknowledged or assigned altitude (terrain permitting) to your destination. Outside controlled airspace, maintain appropriate quadrantal or semi-circular cruising levels. Upon landing, contact the nearest ATC facility to explain the time and position of your lost comm incident along with your subsequent course of action. (4:A9)

If flying IFR and you experience lost comm in VMC, maintain visual conditions and land at the "most suitable" airport. Although ICAO does not define "most suitable" airport, there are numerous factors to consider. Before landing at one, consider nature of the mission/cargo, country diverting to and its relations to the US, weather conditions, etc. (4:A9) The bottom line during any emergency, including two-way radio comm failure, is to exercise good, sound judgment. For more information concerning lost comm procedures, refer to FLIP's Flight Information Handbook where specific regional lost comm procedures are located.

During oceanic crossings, the HF radio is the primary means of two-way communications. Loss of HF capability does not in itself constitute lost comm status. If you have received and acknowledged an oceanic crossing clearance prior to loss of HF, continue with the mission. However, other means such as UHF/VHF guard frequencies and/or MAJCOM established common frequencies should be used to relay position reports and other information through other aircraft.

3. Navigation/Communication Equipment Requirements -- Most aircraft possess a minimum equipment listing (MEL) which identifies those items an aircraft can safely operate with/without. Additionally, international operations dictate specific requirements. ICAO rules state aircraft will be equipped with suitable navigational equipment appropriate to the route being flown. This means that the navigational ability of the aircraft should be capable of sufficient accuracy to remain within the route of flight/airspace assigned by ATC. (17:23) Airways in international airspace are defined by VOR's, TACAN's, NDB's, and combinations of the three.

ICAO requires minimum standards for operational communications equipment in international airspace. Aircraft operated under IFR, at night or under any controlled condition WILL HAVE continuous two-way radio contact with any appropriate controlling authority. Depending on which region of the world you operate, UHF, VHF, HF, or any combination of the three may be required. Only thorough mission analysis of enroute and destination frequencies available and enroute charts, IFR supplements and published NOTAMS will determine communications equipment required. (17:23)

4. Weather Updates -- Most pilots are aware of the unpredictability of weather when flying. In some regions of the world, weather data may be non-existent for departure and arrival. Therefore, you must utilize all sources to obtain reliable weather data. Sources of inflight updates are enroute military weather stations, air traffic control agencies, voice weather broadcasts and other aircraft inflight. Section C of the FLIP Flight Information Handbook contains a detailed listing of facilities and services available to assist you in obtaining updated weather

information. Voice weather broadcasts, otherwise known as volmets, are meteorological information for aircraft in flight. These broadcasts may be obtained through normal and special VHF and HF radio frequencies. Broadcasts on VHF frequencies are usually continuous, contain current airfield weather data and significant meteorological (SIGMET) information when applicable. Broadcasts of HF frequencies are scheduled at predetermined intervals and generally contain the same information broadcast on VHF channels. (2:C13) For more information and a comprehensive listing of VHF and HF frequencies, consult the FLIP enroute Flight Information Handbook. A CONSTANT AWARENESS OF WEATHER WILL HELP PREVENT AN UNWANTED SURPRISE.

5. PIREPs -- PIREPs are pilot reports to any controlling agency or weather facility dealing with current flight conditions including unusual or significant weather. These reports are used to confirm or amend existing weather data to update briefings.

6. Position Reports -- On routes with designated reporting points, position reports will be made as soon as possible upon passing the point. Formats for these reports are located in FLIP IFR Regional Enroute Supplements. For reporting points located on FIR boundaries, the GAINING controlling agency should be contacted prior to entry into their control area. Frequencies for these agencies are located on regional navigation charts and in FLIP IFR Regional Enroute Supplements. When in contact with the new controlling agency, the pilot should inform the LOSING agency of the changeover. When the estimated time for a position report changes by plus or minus three minutes or more, relay a revised ETA to the appropriate controlling agency(ies). (3:6-17)

While operating in oceanic areas, position reports should be made within 15 minutes of passing the required reporting point (5 minutes when operating within the NAT structure). If unable, the position report should be relayed to the controlling ICAO station serving that area of operation by whatever means available. (3:6-17)

7. Hijack Procedures -- Hijacking can create a serious international incident and jeopardize the safety of passengers, crew, and cargo. The aircraft commander is the coordinating authority for anti-hijacking procedures. He has first hand knowledge of the situation and must insure that command and control authorities are appraised of the situation. Thorough inspection and analysis of personnel and baggage is the best way to prevent a potential hijacking situation. However, hijackings seem to occur regardless of preventive measures taken.

If a hijacking situation is encountered during flight, the following items might prevent an international incident:

- 1) Notify ATC of the situation as soon as possible.
- 2) If the hijacker prevents radio usage, attempt a less obvious means of communicating such as the LFF/SIF (squawk mode 3/A code 7500) or
- 3) when transmitting a required radio call, end your message by stating your aircraft call sign and adding "transponder seven five zero zero."

The situation will dictate how to notify ATC. (2:A33)

In most cases, the hijacker will direct the aircraft to alter course and land at fields not filed for originally (perhaps an unfriendly country). In this situation, attempt contact with appropriate controlling agencies to explain the situation and intentions. If required to penetrate unfriendly airspace, the following procedures should prevent hostile actions against the aircraft. If radio contact is established or aircraft interception occurs, comply with instructions received. If no contact occurs, fly the most direct course or a course dictated by the hijacker (as appropriate), maintain an altitude between 10,000 and 25,000 feet MSL if possible, do not exceed 400 KTAS, transmit MAYDAY on all emergency frequencies (243.0, 121.5, 2182) and squawk mode 3/A code 7700. (2:A33) These actions should hopefully keep you from being fired upon. Prior to landing attempt to destroy all classified documents and equipment aboard the aircraft. Once on the ground, the actions to be taken will be dependent on the hijacker's intentions, ground personnel, and your perception of the situation.

Hijacking is possibly the most serious threat to aviation. The situation totally dictates the actions to be taken, and thorough analysis of the situation coupled with sound judgment are essential.

8. International Interception Procedures -- There are occasions when you may be intercepted by foreign aircraft: exercises, harassment and actual off-course flight. Under these conditions, the intercepting pilot is required to transmit instructions to you. Therefore, you should monitor all emergency communications channels available (243.0, 121.5, 2182). In the absence of radio communications, visual signals will most likely be used. A glossary of international visual signals is contained in FLIP Enroute Regional Supplements. Required actions to be taken will be dependent on several conditions such as instructions directed by MAJCOMs, ATC instructions and directions received from the intercepting aircraft. (2:A5) To prevent an international incident, such as the loss of Korean Airlines 007 in 1983, considerable attention should be made to insure your aircraft is on its filed and approved flight plan course.

9. Transponder Operations -- While operating in international airspace, an operable transponder will be on and squawking the appropriate assigned mode(s) and code(s). Variations/deviations to operation of mode 3/A and/or mode C will be determined by the appropriate controlling agency. (3:5-10) Operation of modes 2 and 4 will be dictated by MAJCOM established procedures. Exceptions to these requirements are addressed on a case by case basis by ATC.

10. North Atlantic Track (NAT) System -- ICAO has developed and implemented standard procedures to be followed by aircraft transiting the North Atlantic area. The organized track structure (OTS) was developed to accommodate the large volume of traffic, commercial and military, between North America and Europe. These tracks are computed on a daily basis by applying current weather data to determine a best great circle route through the North Atlantic. Once a specific track is determined, additional tracks are selected north and south of the selected track with at least 60NM separation. (4:5-3)

Coordination for directional control, location, and number of OTS routes is accomplished between Gander, New York, Shanwick and Santa Maria Oceanic air control centers (ACCs). These centers determine the tracks likely to be requested during peak traffic periods. Related westbound track information is distributed by Shanwick Oceanic ACC while eastbound information is disseminated by Gander Oceanic ACC. These messages are distributed at least three hours prior to each directional anticipated peak traffic period. Changes to these tracks are published as soon as possible to filing agencies, i.e., base operations and flight service stations via teletype messages. (4:5-3)

The OTS is designed to accommodate a large volume of air traffic. Each individual track is a one-way track; however, the track system handles traffic in both directions. The tracks support traffic flying at or above FL290 with a lateral separation of at least 60NM and a vertical separation of at least 1000 feet. (4:5-3) With these rather tight separation criteria, aircraft must possess certain minimum navigational equipment.

ICAO has established minimum navigational performance specifications (MNPS) within the North Atlantic region. These requirements especially apply to operation within the OTS. MNPS has been adopted on a world-wide basis by ICAO with the sole purpose of providing safe separation of aircraft. (4:5-2) Although the concept of MNPS emphasizes navigation performance rather than certain equipment, the following equipment is considered the minimum necessary for operations on the North Atlantic organized track system: 1) Omega with Doppler, or 2) Dual INS, or 3, Single INS (including palletized INS) when the aircraft crew includes a qualified navigator. (4:5-2) Exceptions to these requirements are

well as additional information concerning the North Atlantic region can be found in the European AP/T section of FLIP and SACR 55-3, Chapter 10.

11. Hawaii/Mainland US Composite Route System -- To facilitate the large volume of air traffic between the West Coast of the United States and Hawaii, the FAA established a route system consisting of six permanently identified tracks: R63, R64, R65, R76, R77 and R78. These routes provide vertical separation of 1000 feet and lateral separation of plus or minus 25NM either side of centerline. Complete information for the composite route system is contained in the IFR Enroute Supplement and IFR High Altitude charts, Pacific-Australia-Antartica. (13:10-1) For more information on SAC command policy, refer to SACR 55-3, Chapter 10.

12. North American Routes (NAR) -- The North American Route (NAR) system has been developed to organize fluctuating and reversing traffic flows efficiently and to be consistent with the needs of aircraft operators and air traffic services, to expedite flight planning, to reduce route clearance complexities, and to minimize the time spent by pilots and controllers in the route clearance delivery function. (17:26) The NAR system encompasses a series of pre-planned routes serving North Atlantic traffic and is divided into a common and a non-common portion. These routes are numbered and pre-fixed by the abbreviation "NA" denoting North Atlantic. Odd numbers have eastbound application while even numbers denote westbound routes. A primary function of the NAR system is to compliment the North Atlantic organized track system (NAT/OTS). A limited number of NAR routes appropriate for coastal fixes serving the OTS and domestic traffic organizations are included in the daily NAT/OTS messages published by the Gander and Shanwick Oceanic Air Centers (OACs). (17:26) More detailed information explaining NAR's is located in FLIP General Planning and the Canadian Enroute Supplement.

13. North American Air Defense Identification Zones (ADIZ) -- The ADIZ areas for the Continental US consist of the following: the Atlantic Coastal ADIZ, the Gulf of Mexico ADIZ, and the Pacific coastal ADIZ. ADIZ areas outside the CONUS consist of zones around the Hawaiian Islands, the Mariana Islands, and the Panama Canal. Alaska is bordered by the Distant Early Warning Identification Zone (DEWIZ). (3:5-20)

Aircraft that will penetrate or operate within an ADIZ/FIR must be equipped with appropriate two-way radio capability. Aircraft on IFR flight plans must adhere to routing unless weather or emergency situations dictate deviations. All deviations should be coordinated in advance whenever possible. Tolerances on ADIZ penetrations are plus or minus five minutes of ETA and plus or minus ten miles from centerline of proposed flight for a coastal ADIZ and plus or minus twenty miles of centerline for a

domestic ADIZ. (3:5-20) Failure to comply with these tolerances will most likely result in the aircraft being intercepted and a violation filed against the aircraft commander. After return to home station an Operation Report (OPREP 3) must be filed if the aircraft penetrated an ADIZ outside allowable tolerances.

During emergency air defense conditions, additional special security instructions will be issued in accordance with the security control of the air traffic and air navigation aids (SCATANA) plan. Under these provisions the military will direct actions to be taken with regards to landing, grounding, diverting, and dispersal of aircraft and the control of air navigation aids. For further information dealing with SCATANA procedures, consult appropriate MAJCOM training material. (17:10)

14. Preferred (Domestic) Routes -- As in the United States, several countries have designated preferred routes to be flown through their airspace depending on destination, altitude and aircraft equipment. These routes are designed primarily to route aircraft quickly and efficiently through complex airspace. In countries like the United Kingdom, France and Germany (just to mention a few) compliance with these preferred routes is essential. For more information concerning preferred (domestic) routing, refer to the appropriate country planning section in FLIP AP/2.

15. Buffer Zones -- A buffer zone is that airspace of specified dimensions adjacent to or near borders between western and Communist countries. USAFER 60-17, PACAFR 60-8 and FLIP area planning identify buffer zones throughout the world. In the European theater of operations, there are four buffer zones: the Central European Buffer Zone, the Greek Buffer Zone, the Italian Buffer Zone, and the Turkish Buffer Zone. In the Pacific area there are two buffer zones: the Asian Coastal Buffer Zone and the Korean Buffer Zone.

Operation in these sensitive areas requires special briefings and certain navigation and communications equipment. Specific guidelines and prerequisites along with exact definition and location of buffer zones are located in USAFER 60-17 and PACAFR 60-8. Prior to operation within a buffer zone the pilot-in-command and the navigator should be thoroughly briefed on buffer zone procedures and review the above mentioned regulations.

16. Nonfree Flying Areas -- PACAFR 60-8 defines nonfree flying areas as "those areas normally designated or defined by an international boundry or a territorial water adjacent to such a boundry where the potential for penetration by US military aircraft will most likely result in their being fired upon without warning." These areas are generally associated with buffer zones or areas adjacent to countries unfriendly to the US or its allies.

Location of the areas can be found by referencing applicable navigation charts and questioning base operations personnel. PACAFR 60-8 addresses those areas associated within the Pacific area of responsibility. For further information, refer to the Pacific, Australia and Antarctica Enroute Supplement.

17. Due Regard Flights -- The FCG General information section states an aircraft must be flying 1) military contingencies, 2) classified missions, 3) out of political necessity, or 4) to achieve mission accomplishment in order to use "Due Regard." Due regard means aircraft are not following ICAO rules but are operating with due regard for safety of navigation of civil aircraft. Aircraft are generally operating without radio contact due to the sensitivity of the mission. (15:5) Acceptance of a flight plan and the issuance of a flight clearance by a foreign ATC facility does not constitute official approval for airspace penetration unless prior permission or diplomatic clearance has been received. (15:5) Except in emergencies, an ATC clearance cannot be accepted over sovereign territory in which overflight or diplomatic clearance has not been granted. Re-route around these territories should be obtained. Instances where proper re-route clearances cannot be obtained, consider canceling the existing clearance and proceed in accordance with "Due Regard," avoiding sovereign airspace until further clearance can be obtained. Aircrews should become thoroughly familiar with MAJCOM policies before operating under "Due Regard."

18. Diversions -- There are numerous reasons for inflight diversions such as aircraft emergencies, re-direction from controlling agencies, medical emergencies, and even off-course interception. When diverting, you must consider several significant areas unique to flight in international airspace.

a. ATC Clearance -- First of all, you should be aware of overflight and diplomatic clearance requirements. Each country controls flight in and through their airspace. Clearance must be obtained. Under emergency situations, normally a radio call to controlling agencies will suffice. However, follow up communications upon landing will be necessary. If US embassy, military assistant groups, or other US liaison are available, use them to help coordinate diplomatic authorizations in and out of the country.

b. Overflight/Diplomatic Clearance -- Flight diversions in the international environment require an ATC clearance. Under severe emergency situations, an ATC clearance may be obtained after the fact. WHEN OPERATING OFF APPROVED COURSE, EXERCISE EXTREME CAUTION FOR CONFLICTING TRAFFIC AND TERRAIN UNTIL FURTHER CLEARANCE CAN BE OBTAINED.

c. Command and Control -- The Air Force, and specifically SAC, expends a great deal of time and energy on command and control of missions. Therefore, it is of utmost importance that you keep command and control agencies informed in a timely manner of all aspects of a mission. This is especially critical when dealing with high level passengers or high priority cargo. Normal radio channels and procedures should work; however, if unable to contact any controlling agency prior to landing, use any available land lines, commercial telephone, autovon, or ground HF radios. If a commercial telephone line is the only means available to you, call command and control agencies collect or coordinate payment with local agencies. These calls are reimbursable. You can never talk to too many people. This way you can insure proper notification and coordination of support activities when required. SACR 100-24, Volume II, provides extensive information on tactical communications. Aircrews should be thoroughly familiar with the content of this regulation.

B. Before Landing -- The following items have been addressed in Chapter Two and the Appendices. Refer to the appropriate section for information.

1. Disinsection (pp. 2-12 - 2-13)
2. Customs (Appendix B, pp. A-5 - A-7)
3. General Declarations (Appendix A, pp. A-2 - A-4)

Chapter Four

INTERNATIONAL FLIGHT PLANNING FACILITIES AND SERVICES

INTRODUCTION

Upon arrival at a foreign destination, aircrews will require various support services to aid in the continuation of their mission. The following checklist is provided as a quick reference to those essential facilities and services. An amplification of the checklist items is provided which elaborates on flight planning facilities, aircraft services, methods of payment, and communication services available. This information should prove extremely helpful in the conduct of an international mission.

FACILITIES AND SERVICES
THE CHECKLIST

- A. Facilities Available
 - 1. Flight Planning
 - 2. Filing Flight Plans
 - 3. Weather
 - 4. NOTAMs
- B. Support Services
 - 1. POL Services
 - 2. Fleet Services
 - 3. Payment for Services
- C. Communications and Message Services
- D. Closing Flight Plans

FACILITIES AND SERVICES AMPLIFIED CHECKLIST

A. Facilities Available

Facilities and Services at International Destinations -- Most foreign destinations frequented by the US military possess the necessary facilities to support aircraft and mission requirements. The purpose of this section is to provide guidance on the services and facilities available as well as information on how these services are procured.

Joint Use Foreign and US Military Facilities -- Foreign military installations fall into two categories: those operated by the host country and those operated by the US. Many of these installations are joint use with both US military and host nation units.

On installations where there is a US presence, aircraft services and flight planning facilities are much the same as within the CONUS. Therefore, further elaboration on this type of installation is not necessary. The following discussion will be directed towards foreign civil and military aerodromes.

Foreign Civil and Military Facilities

1. Flight Planning -- Facilities vary considerably. Most major foreign airfields, civilian or military, contain an area for flight planning, filing, weather briefing, and NOTAM information. Aircrews should always carry a complete set of DOD charts, supplements and instrument approach procedures for the areas in which their mission will operate. This will guarantee current flight planning information without relying on foreign facilities whose information and publications are often incomplete and out-dated. Some areas, Mexico for example, do not have approaches published in DOD publications. Therefore, it is advisable to carry Jeppesen Instrument Approach Procedures. Possession of a complete set of publications will guarantee current flight planning information without reliance on foreign facilities.

2. Filing Flight Plans -- Filing can usually be accomplished at the departure facility. Filing services are similar to those encountered at any base operations or Flight Service Station. Many places will accept the DD Form 1801 (International Flight Plan) in lieu of their locally accepted forms. If a different form is required, FLIP General Planning section provides specific guidance on other formats. As a minimum, most countries require only a flight plan; however, aircraft commanders are responsible to annotate current crew and passenger information and proper weight and balance certification whether or not required by the filing agency. Some installations provide only a land line for

filing purposes. Procedures are the same as filing with a Flight Service Station within the CONUS. A clearance with a void time can also be given over land lines. Once a clearance is received over the telephone, you must be airborne not later than the ASSIGNED void time. If delayed for any reason, the clearance is automatically cancelled and a new one must be obtained prior to departure. Procedures are identical to operating IFR from an uncontrolled field within the CONUS. In the absence of any facility, pilots should try to obtain a clearance via HF radio or phone patch. Some airfields may have remote transmitters which operate on UHF or VHF that will provide a ground link between the aircraft and ATC. Information will be annotated on the terminal charts and IFR supplement. In the absence of all of the above, pilots may elect to depart VFR and obtain proper clearance once airborne; however, taking off VFR without an IFR clearance is not recommended by SAC. Correct frequencies can be found on the enroute charts and IFR supplements.

3. Weather -- Weather information can usually be obtained at any facility which processes flight plans. Often, the weather information is not as comprehensive as a briefing received within the CONUS or required weather information is old to non-existent. If there are no weather services available, pilots should obtain a briefing via land line or radio. A blank DD Form 175-1 (Flight Weather Briefing) should be used as a guide to copy weather information. It's important to note that weather briefing formats and symbols vary throughout the world. Interpretation of the various sequences can be found in AFM 55-12. Weather information which cannot be obtained prior to departure must be updated in flight. This can be accomplished through HF phone patch or through ATC. Pilots who depart with inadequate weather information should plan fuel requirements for worst conditions enroute.

4. NOTAMs -- NOTAM information can usually be obtained at any filing facility. However, many facilities will only have regional NOTAMs. Complete international NOTAM information can be obtained via land line to the nearest international military or civilian aerodrome. NOTAMs can also be obtained through HF phone patch to any US military base operations which supports international flights. Autovon numbers are listed in the remarks section of the IFR supplement.

B. Support Services -- This section will familiarize crews with the various support services they can expect to encounter when operating outside the CONUS.

1. POL Services -- At military installations, basic POL and fleet services can usually be obtained. Consult the IFR Supplement for specific support equipment. If your aircraft requires unique support equipment, determine availability prior to departure and reference them in your initial message traffic. Aircraft

that possess a cartridge start capability should have an ample supply of cartridges aboard. Be as self contained as possible in order to avoid potential problems and delays.

Most installations will have DOD contract or foreign military personnel who provide assistance to aircrews for aircraft support and servicing. Methods of payment will be discussed later in this chapter. Additional support can be obtained from military personnel assigned to the US embassy. Each embassy has a US Defense Attache Office whose duties include the support of military personnel transiting their country. Attaches provide support and information to assist aircrews with their mission. Names, phone numbers, and addresses for these personnel are located in the FCG under specific countries.

2. Fleet Services -- At civilian aerodromes, fleet services can be obtained through fixed based operators or from civil air carriers. Coordination should be accomplished in advance. The remarks sections of the IFR supplement will generally list information concerning services and providers at civil aerodromes.

3. Payment for Services -- Methods of payment for POL and services are:

a. DD Form 1898: Jet Fuel Identaplate -- This charge plate is good for the purchase of POL and services at any US military facility or other agency under contract with DOD. THIS CARD IS NOT A UNIVERSAL CREDIT CARD. Unless a contract exists with the specific supplier, this card is invalid. The remarks section of the IFR supplement will designate the contract supplier on a specific installation. Also, this information is published in AvFuel & AVOIL into Plane Contract Listing which is issued by the Defense Logistics Agency. This document provides a world-wide listing of all commercial vendors who accept the DD Form 1898. It also provides guidance for proper completion of the DD Form 1898, Customer and Vendors Receipts. Improper entries on this form require time to research correct information during the accounting process. In addition, errors may cost the government its contract discount. (1:4) A copy of this document should be kept on the aircraft at all times.

b. DD Form 15: United States AF Invoice -- Fuel, oil, and miscellaneous supplies and services may be bought on an AF Form 15 at destinations which have no contract services. Do not purchase services from a vendor if another supplier at the same location has a current DOD contract for these services. (7:3) Extenuating circumstances may prohibit compliance. Deviations will have to be justified in writing upon return to home station. (7:3) This form is good for all purchases, and adequate numbers should be carried on board. When using this form, do not combine purchases of services and POL, use a separate form for each. (7:5)

Home station maintenance divisions and accounting and finance officers require separate purchases for individual documentation and control purposes. Specific direction for proper completion and disposition of the AF Form 15 is provided in Appendix C.

C. Communications and Message Services -- Any foreign US military installation can provide aircrews with these services. Aircrew point of contact for these services would be the local command post or communications center. In absence of these facilities, telephone and message services can be obtained through the US embassy or consulate. Crews should contact the US Defense Attache Office within the embassy for assistance in this area. Names and telephone numbers for these individuals can be found in the FCG under the specific country. As a last resort, home station command posts via HF phone patch or land line may be used to relay message traffic.

D. Closing Flight Plans -- Flight plans must be closed at your destination by any means available. Base operations dispatch or civil national dispatches may be contacted in lieu of military operations. In the case of diversionary landings, an arrival message must be sent to your departure point and originally intended destination notifying them of your current status.

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APPENDICES

The purpose of these appendices is to provide aircrews with detailed instructions for proper completion of the forms listed below.

- A. US Customs Form 7507: General Declaration
- B. DD Form 1854: US Customs Accompanied Baggage Declaration
- C. AF Form 15: USAF Invoice



Custom Form 7507
(08-19-81)

GENERAL DECLARATION

(Covered by the Act of 1917)

AGRICULTURE, CUSTOMS, HEALTH AND TOBACCO HEALTH

Owner or Operator (2)

Marks of Nationality and Registration 1) (3)

Date (5)

Departure from (6) (Place)

(7) (Place)

Flight stage

("Place" Column always to be filled in, except in case of direct flight)

PLACE	Number of passengers (1) (2)	NUMBER OF PASSENGERS ON THIS STAGE (2)
(8)	(9)	
		Departure Place
		Embarking (10)
		Through on same flight (11)
		Arrival Place
		Disembarking (12)
		Through on same flight (13)

Declaration of Health

Persons on board known to be suffering from illness other than those reported on the manifest, as well as those cases of illness disembarked during the flight.

(14)

Any other condition on board which may lead to the spread of disease

(15)

Details of each disinsecting or sanitary treatment (place, date, time, etc.) during the flight. If no disinsecting has been carried out during the flight give details of most recent disinsecting.

(16)

Signed, if required

Crew Member's name

For official use only

I declare that all statements and particulars contained in this General Declaration and in the accompanying forms required to be presented with this General Declaration are complete, exact and true to the best of my knowledge and belief.

Signed

(17)

Authorized Agent or Pilot in Command

1) To be completed only when required by the State

2) Not to be completed when passenger manifests are presented to the ship, except when required by the State

GENERAL DECLARATION

Notes and Specifications

NOTE 1.—An arrival-departure card (Immigration Form I-94) for each passenger on board shall be presented to the immigration officer at the port of first arrival.

NOTE 2.—List surname, given name and middle initial of each crewmember in the column headed "Total Number of Crew."

NOTE 3.—Air cargo manifests shall be attached hereto.

NOTE 4.—If copies of air waybills/consignment notes are attached, their numbers shall be entered on separate cargo manifest Form 7509 to be attached hereto. If copies of air waybills/consignment notes are not attached to this form, a separate cargo manifest Form 7509 completed to show the full information required shall be furnished.

NOTE 5.—If the airline or operator consolidates a shipment with other shipments, or encloses the goods in other wrappers or containers, either separately or with other goods, the changes in packing and/or marks and numbers must be clearly stated in the air waybill/consignment note.

NOTE 6.—Declaration of Health (U. S. Public Health Service requirements):

First two items—To be completed immediately upon landing or immediately before landing, by pilot-in-command or appropriate crewmember designated by him. Make entries in clear handwriting. Person making entries is to initial the first item unless he signs the general declaration.

Third item.—If entry is duplicated, it is to be (a) initialed by person signing the general declaration, or (b) signed by his authorized agent having knowledge of measures applied.

NOTE 7.—This General Declaration and/or attached manifests or air waybills should not bear erasures or corrections except those approved by the proper public authorities concerned nor contain interlineations or several listings on the same line. As many extra sheets may be added as necessary.

This form, and the entries on this form, must be typewritten or printed with ink or dye that will not fade or "feather" within 20 years, in a type size, style, and intensity and evenness of impression that will render every letter legible. The forms must be 8½" x 14" on white paper that will not discolor or become brittle within 20 years; if dittoed, paper must be substance 40, 17" x 22", 1,000-sheet basis; if typewritten, paper must be bond manifold 25% rag, substance 26, 17" x 22", 1,000-sheet basis.

The information requested by the official General Declaration may be furnished on ICAO Annex 9, Appendix 1, provided the form approximates (but does not exceed) 8½" x 14", and is printed on white paper of appropriate quality. The form and entries thereon must conform to specifications as to permanent legibility.

(For sale by district directors of customs. This form may be printed by private parties provided it conforms to official form in size, wording, arrangement, and quality and color of paper.)

The following is an amplification for proper completion of
US Customs Form 7507 (General Declaration).

- (1) Line through the word which does not apply. Some ports require outbound declarations as well as inbound.
- (2) Indicate USAF followed by MAJCOM in parenthesis.
Ex: USAF(SAC)
- (3) Indicate USAF followed by the tail number of the aircraft. Use the 5-digit format used on the DD Form 175 Flight Plan.
Ex: USAF tail number 61-2492 would be entered as 12492.
- (4) Enter the mission number. Enter the flight authorization number in lieu of a mission number.
- (5) Local date of arrival at the specific destination.
- (6) Self explanatory -- Do not use ICAO identifiers.
- (7) Self explanatory -- Do not use ICAO identifiers.
- (8) List the complete itinerary for this specific mission to include all stops. List the airport name or base plus country. Do not use ICAO identifiers.
- (9) List all crewmembers to include the last name, first name and middle initial. A set of flight orders can be attached in lieu of listing this information. Indicate (See Attached Crew List) if this method is used.
- (10) Enter the number of passengers which boarded the aircraft at the stop prior.
- (11) Enter the number of passengers that will remain on board through this destination.
- (12) Enter the number of passengers that will deplane and remain at this stop.
- (13) Enter the number of passengers that will remain on board the aircraft on its subsequent leg.
- (14) This entry must be accomplished by hand and not typed. If none, so state. If a person other than the aircraft commander makes this entry, the aircraft commander must initial this item.
- (15) Same as item 14.

- (16) Comply with the FCG concerning disinsecting and adhere to specific directives for particular aircraft types. List where, date, time and type of disinsection accomplished.
- (17) Aircraft commander signs.

Reference: (18:85-88)

APPENDIX B

[illegible]

INSTRUCTIONS: EXPLANATION OF EXEMPTION: RESTRICTED AND PROHIBITED ITEMS

1 **GENERAL.** This form is to be used by all persons (passengers, military crew members, etc.) entering the United States on a vessel or aircraft operated by or for the Department of Defense.

2. **TERMINATION OF EXTENDED DUTY ABROAD (EXEMPTION AUTHORIZED BY PL 89-436)** a. This public law authorizes military personnel and civilian employees of the US Government, and their accompanying dependents returning to the US under competent orders or instructions at the close of an extended assignment outside the territorial limits of the US, free entry of personal and household effects which were in your direct possession while abroad. You need not declare in item 15 all articles in your possession unless requested to do so by a Customs Officer. However, you must declare:

(1) Prohibited or restricted articles (see below).

(2) Any article which you are carrying as accommodation for someone else, and which is not intended for your personal use as a bona fide, unsolicited gift.

(3) All alcoholic beverages and tobacco products (see below).

b. Public Law 89-436 also provides for the free entry of 100 cigars and one US gallon of alcoholic beverages, with the following limitations:

(1) Three quarts of the alcoholic beverages must be of the US origin (including the Virgin Islands of the US, Guam, and American Samoa). Only 1 quart may be of foreign origin (scotch, etc.).

(2) The alcoholic beverages must accompany you upon your arrival in the United States.

(3) Dependent personnel must be at least 21 years old to qualify for the alcoholic beverage exemption, US military and civilian employees are exempt from this age requirement.

(4) If you claim these exemptions you may not also claim the 1 quart allowed a returning resident.

3. **EXEMPTIONS AUTHORIZED AS A NONRESIDENT (LEAVE, TDY AND TOURIST).** a. A passenger on extended duty overseas entering the US for a visit in a leave or TDY status may enter as a "nonresident". As such, the passenger may import the following free of duty, declaring all articles required abroad in item 15:

(1) Personal effects for one's own use while traveling, but not intended for another person, sale or gift.

(2) 50 cigars or 300 cigarettes or 3 pounds of smoking tobacco, or proportionate amounts of each

(3) One quart of alcoholic beverage for personal consumption.

(4) \$100 of articles for use as bona fide gifts provided that the articles accompany the passenger, no other gift exemption has been used within the past 6 months, and the passenger will be in the US for at least 72 hours. 100 cigars and one gallon of alcoholic beverages may be included in this gift exemption (only adults may import alcoholic beverages).

b. A military crew member may enter as a "non-resident" only if he is serving abroad on an extended tour of duty assignment. Otherwise he must enter as a "returning resident", with exemptions as stated in 4 below.

4. EXEMPTIONS AUTHORIZED AS A RETURNING RESIDENT (LEAVE, TDY AND TOURIST).

a. A passenger in a leave or TDY status returning to the US, not from extended duty overseas, may enter as a "returning resident". As such, he/she may import the following free of duty, declaring all articles acquired abroad in item 15:

a. If the passenger has remained outside the US for at least 48 hours, and has not claimed any exemption within 30 days prior to entry, personal or household-use articles of aggregate value not to exceed \$100 (\$200 from Guam, American Samoa or the Virgin Islands of the US), to include not more than one quart of alcoholic beverage per person over 21 years of age.

b. If a passenger fails to meet the 48-hour/30 day criteria in 4a above, personal or household-use articles of aggregate retail value not to exceed \$10 (\$20 from Guam, American Samoa or the Virgin Islands of the US). This exemption may include up to 50 cigarettes, 10 cigars, 1/4 pound of tobacco and 4 ounces of alcoholic beverage or alcoholic perfume. If the total retail value of all articles exceeds this exemption, all articles are subject to duty.

5. **PROHIBITED ITEMS.** Narcotic, marijuana, hashish, and other controlled substances; obscene materials; articles originating in Cambodia, Cuba, Vietnam, North Korea or Rhodesia; printed matter advocating insurrection or treason toward the US; and lottery tickets.

6. **RESTRICTED ITEMS.** Personal firearms and ammunition, switchblade knives, foreign articles bearing/imitating US trademarks recorded with US Department of Treasury, fruits, vegetables, plants and plant products, pets, livestock, meat, poultry and poultry products. All of these items must meet special entry requirements and will be detained at the port of entry until these requirements are met.

The following is an amplification for proper completion of DD Form 1854 (United States Customs Accompanied Baggage Declaration).

- (1) Indicate the mission number. In lieu of a mission number, indicate United States Air Force, type aircraft and tail number.
- (2) Base and state or city and state, whichever may be the case.
- (3) Self explanatory.
- (4) Self explanatory.
- (5) Self explanatory.
- (6) Self explanatory.
- (7) Self explanatory.
- (8) This block is completed if the individual's home base is outside the CONUS. Depending on the length of time one has been outside the US he or she may be eligible for special exemptions afforded military members assigned overseas. See Customs Inspection Regulation DOD 5030.49R for special considerations or check with US Customs officials in advance for additional information.
- (9) Individuals assigned in the CONUS complete this item.
- (10) Check all boxes which apply.
- (11) Usually only one, but an entire family may be included on one declaration. Exemptions times the number of people apply in this case. Individuals must be over 21 to claim alcoholic beverage exemptions.
- (12) If item 8 is completed, then complete items 13, 15 and 16 only. If item 9 is complete, then complete items 14, 15 and 16 only.
- (13) This block applies only to persons which have been assigned to a base overseas for PCS or TDY status. This also applies to aircrew members that have been deployed to an overseas area. It does not apply to aircrew members who have not been attached to a unit overseas as in the case of most MAC crews assigned to a CONUS location.

- (14) Complete this block only if item 9 was completed. Individuals can only claim exemptions once every 30 consecutive days regardless of how little or much of the authorized exemption was used.
- (15) List all purchases in this block. One may attach a continuation list if there is insufficient room on this form. It's a good idea to save receipts in order to accurately complete this block.
- (16) Self explanatory.
- (17) Self explanatory.

Further information on this form including detailed customs information can be found in US Customs Regulation DOD 5030.49R. In addition, general information concerning exemptions and restrictions can be found on the reverse of DD Form 1854.

Reference: (16:2-5 - 2-8)

INSTRUCTIONS: PURCHASER - complete items 1 thru 14, 19 thru 22, and 27 thru 30. VENDOR - complete items 15 thru 18, and 23 thru 26. VALIDATING OFFICIAL - complete items 31 thru 35.													
UNITED STATES AIR FORCE INVOICE THE UNITED STATES, OR.		1. DATE (36-39) 2. TIME (GMT)											
3. COMPANY PROVIDING SERVICE/PRODUCT (Name, Address, ZIP Code, if appropriate) 4. PURCHASED AT AIRPORT/AIRDROME/FACILITY (City, State, country or refer to Fltp) 5. ORGANIZATION TO BE BILLED		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">6. CUSTOMER I.D. CODE</td> <td colspan="2">7. HOME STATION</td> </tr> <tr> <td style="width: 33%;">8. SUPPLEMENTARY ADDRESS</td> <td style="width: 16.5%;">9. SIG</td> <td style="width: 16.5%;">10. ACFT M/D/S</td> </tr> <tr> <td>11. ORGANIZATION</td> <td>12. TAIL NO.</td> <td>13. HOME STN DODAAC</td> </tr> </table> <p style="font-size: small; margin-top: 5px;">Note: Items 6 thru 13 must be identical to data on aircraft identaplate (DD Forms 1896/1897). When purchasing avfuel, these items must be completed.</p>			6. CUSTOMER I.D. CODE	7. HOME STATION		8. SUPPLEMENTARY ADDRESS	9. SIG	10. ACFT M/D/S	11. ORGANIZATION	12. TAIL NO.	13. HOME STN DODAAC
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8. SUPPLEMENTARY ADDRESS	9. SIG	10. ACFT M/D/S											
11. ORGANIZATION	12. TAIL NO.	13. HOME STN DODAAC											
14. ARTICLES/TYPE OF FUEL OR OIL GRADE/SERVICES		(TO BE COMPLETED BY VENDOR ONLY)											
		15. QUANTITY	16. UNIT¹	17. UNIT PRICE²									
				18. TOTAL									
		TOTAL											
19. PURCHASER'S NOTATION													
<input type="checkbox"/> ORIGINAL AF FORM IS RETAINED BY VENDOR. PAYMENT WILL BE MADE WHEN ORIGINAL IS FORWARDED. <input type="checkbox"/> COMPANY WILL INVOICE FOR THIS FUEL. PAYMENT WILL BE MADE WHEN INVOICE(S) SUPPORTED BY A COPY OF AF FORM 18 IS RECEIVED. <input type="checkbox"/> VENDORS DELIVERY TICKET NUMBER IS (If applicable _____) <input type="checkbox"/> OXYGEN FURNISHED CONFORMS TO REQUIREMENTS OF MIL SPEC 8-27210, TYPE I OR II. <input type="checkbox"/> OTHER (Specify)													
20. FLIGHT OR OPERATIONS ORDER NO., MISSION ORDER NO. (If applicable)		21. ISSUING HEADQUARTERS		22. DATE OF ORDERS									
VENDOR'S CERTIFICATION													
STATE TAX _____ LOCAL TAX _____ FEDERAL TAX _____ is (is not) Included. <i>(Strike out words not applicable. Always insert unit tax for fuel and oil percentage or other basis, if any tax is included for other commodities or services.)</i> I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amounts billed.													
23. NAME OF FIRM		24. FIRM REPRESENTATIVE (Print)		25. TITLE									
				26. SIGNATURE									
PURCHASER'S CERTIFICATION													
Pursuant to authority vested in me, I certify that the supplies enumerated above or on attached list have been received in good condition and in quantities as stated; that the services enumerated have been satisfactorily performed. That the supplies or services were purchased in an emergency for the maintenance, operation, or protection of Government equipment and were necessary for the public service. I further certify that the aircraft for which the supplies or services were purchased to maintain and operate, is engaged on an authorized cross country flight or is assigned at the point of purchase under proper authority; that the purchase of aircraft fuel could not be obtained from an authorized intoplane fuel contract vendor, or from a Replacement-in-Kind (RIK) Agreement, at this place and time.													
27. PRINT NAME (Authorized Purchaser)		28. GRADE		29. ORGANIZATION									
				30. SIGNATURE									
VALIDATING OFFICIAL'S CERTIFICATION													
31. PRINT OR TYPE NAME		32. GRADE		33. ORGANIZATION									
				34. SIGNATURE									
				35. DATE									
FOR PURCHASES IN FOREIGN COUNTRIES INDICATE: ¹Unit in Imperial gallon, liter, etc. ²Type of currency in pounds, francs, lire, etc.													

The following is an amplification for proper completion of the AF Form 15 (United States Air Force Invoice).

- (1) Date services provided.
- (2) Time in GMT.
- (3) Self explanatory.
- (4) Self explanatory.
- (5) This information should be obtained prior to departure. It is usually the address for the Accounting & Finance Office for the aircraft's home station. Include organization, office symbols, base and zip code.
- (6) MAJCOM or SOA (Customer identification code). Ex: MAC, SAC, etc. This information is embossed on the aircraft identaplate.
- (7) Self explanatory.
- (8) Enter N/A if the base to be billed is the same as home station. If not, enter the supplementary address (DOD Activity Address Code) found on the aircraft identaplate.
- (9) Enter either A or B. If the bill is to be sent to the aircraft's home station for payment, enter A. If it's sent to the address in Item 8, B should be placed in this block.
- (10) Complete mission, design and series of the aircraft. Ex: KC-135A, C-140B. This information is found on the aircraft identaplate.
- (11) The organization number only, of the aircraft's possessing organization. Ex: 089 for 89 MAW; 093 for 93 BMW.
- (12) Enter the last digit of contract year and last three digits of the aircraft's serial number. Ex: Tail number 61-2492 is annotated as 1492.
- (13) Enter the home station base fuels account number which is embossed on the aircraft identaplate.
- (14) This item is to be completed by the purchaser. Annotate a complete list of items and services purchased. Ex: Landing fees, fuel, services by type, AGE, marshalling, etc. If fuel or oil, indicate the type or grade purchased. Ex: JP-4, 1120 oil.

- (15-18) To be completed by the vendor. The quantity, unit of issue or sale, the unit cost and the total cost of each item. Insure the type of currency is shown in the unit price and total cost for all foreign purchases. If the person providing the supplies or services is unable to price each segment, annotate, "company will invoice for the services and supplies." When complete, you or your designated representative will check for proper entries. If a vendor insists that you sign an invoice in addition to the AF Form 15, annotate on the invoice "AF Form 15 PREPARED FOR THIS PURCHASE," on all copies of the vendor's invoice to prevent duplicate billing and payment. Include the vendor's invoice number in item 19.
- (19) To be completed by you or designated representative. A check in the proper box. Make sure that aviator's breathing oxygen conforms to military specifications as indicated when oxygen item is annotated. Again, if vendor insists that you sign his invoice in addition to the AF Form 15, make sure that "AF Form 15 EXECUTED" is written on all copies of the vendor's forms.
- (20) Self explanatory.
- (21) Self explanatory.
- (22) Self explanatory.
- (23) To be completed by the vendor.
- (24) Self explanatory.
- (25) Self explanatory.
- (26) Self explanatory.
- (27) To be completed by you or designated representative.
- (28) Same as above.
- (29) Same as above.
- (30) Same as above.
- (31-35) These items will be completed by the validating officer assigned this duty at your home station.

Reference: (7:9)

Once the AF Form 15 is properly completed, leave at least two copies of the completed form with the vendor. He will send one copy to the address in item 5 and retain a copy as his receipt. Place the remaining copies in the aircraft maintenance records for delivery to maintenance during debriefing. The copies will be used by maintenance for documentation of POL services. In addition, the unit validating officer will verify the purchases and accounting and finance will correlate these copies with the copy provided by the vendor to insure proper payment. (7:3)

INDEX

Address for Clearance Request, 2-6
AGE Equipment, 2-4
Agriculture Requirements, 2-9, 2-11
Aircraft Content and Cargo
 Clearance, 2-6
Aircraft Entrance Requirements, 2-6
Aircraft Security, 2-19
Airports of Entry (AOE), 2-7
Alternates, 2-16
Altimeter Setting Procedures, 2-5
ATC Clearance, 3-10
Attache Office Staff, 2-14
Authenticators, 2-18
Available Alternates, 2-4
Buffer Zones, 3-9
Clearance Lead Time Requirements,
 Aircraft, 2-6
Clearance Lead Time Requirements,
 Personnel, 2-8
Clearance Request Addressee, 2-8
Clearance Requirements,
 Aircraft, 2-6
Clearance Requirements,
 Personnel, 2-8
Closing Flight Plans, 4-6
Clothing Recommendations, 2-14
Command and Control, 3-11
Communications and Message
 Services, 4-6
Comm/Nav Kits, 2-18
Content of Requests, Personnel
 Entrance Requirements, 2-8
Currency Restrictions, 2-14
Customs and
 Immigration, 2-9, A-2, A-5
Customs Regulations, 2-14
Determination of Destinations,
 Routing, Distance, ETAs, 2-4
Disinsection, 2-9
Diversions, 3-10
Due Regard Flights, 3-10
Enroute Supplement, 2-4
Facilities Available, 4-3
Filing Flight Plans, 4-3
Fleet Services, 4-5
Flight Plan and Clearance Lead
 Time, 2-18
Flight Planning, 4-3
Flight Planning Differences, 2-5
Flight Planning Publications, 2-4
Flight Plan Validation, 2-20
Foreign Clearance Guide (FCG), 2-6
Fuel, 2-4
Fuel Requirements, 2-19, A-8
General, FLIP AP/2, 2-4
Hawaii/Mainland US Composite Route
 System, 3-8
Health Precautions, 2-14
HF, ARINC Communications Procedures, 3-13
Hijack Procedures, 3-5
Identification Credentials, 2-9
Immigration, 2-9
Immunization Requirements, 2-13
Insect and Pest Control, 2-12
Instrument Approach Procedures and
 Navigational Aids, 2-16
Instrument Flight Rules (IFR), 2-5
International Interception
 Procedures, 3-6
International NOTAMs, 2-18
Life Support Equipment, 2-18
Lost Communications Procedures, 3-3
Maps and Charts, 2-16
Message Preparation, 2-15
Navigation/Communication Equipment
 Requirements, 3-4
Non-Free Flying Areas, 3-9
North American Air Defense
 Identification Zones (ADIZ), 3-8
North American Routes (NAR), 3-8

CONTINUED

North Atlantic Track
System (NAT), 3-7
NOTAMs, 4-4
Overflight/Diplomatic Clearance, 3-10
Payment for Services, 4-5, A-9
Permit to Proceed, 2-11
Personal Entrance Requirements, 2-8
PIREPs, 3-5
POL Services, 3-4
Position Reports, 2-5, 3-5
Preferred (Domestic) Routes, 3-9
Preflight Planning, 2-4
Publications, 2-18
Restricted/Warning Areas, 2-16
Route and Area Restrictions, 2-6
Route/Flight Restrictions, 2-7
SIDs/IFR Departure Procedures, 2-17
Special Per Diem, 2-15
Support Services, 4-4
Transient Accommodations, 2-15
Transponder Operations, 3-7
Travel and Special Restrictions, 2-14
Uniform Restrictions, 2-13
Vertical Separation, 2-5
Visual Flight Rules (VFR), 2-5
Weather, 4-4
Weather Alternate/Holding Outside
CONUS, 2-19
Weather Updates, 3-4
Weight Bearing Capacity, 2-4
Zulu Time Deviation, 2-4

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